

CYCLE NEWS

WEST

Volume X Number 32 August 21, 1973

50¢

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Texas Nat'l MX *p. 29*

**EPA Hears
Testimony** *p. 18*

Bavarian Roto Scooter *p. 32*



Newspaper

newspaper

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VOICES OF THE WEST

Racer's Training for Novice Road Racers?

For sometime I have followed with interest the random editorial meanings and proposals, put forward in many publications, advising the AMA about new structures their road racing program should accommodate for next season. Among these, the Novice class seems to be the most controversial and to this I would like to add my thoughts.

The basic complaint that allowing inexperienced novice road racers to compete on machines capable of 120-30 MPH creates a potentially dangerous situation seems fairly valid. But rather than prohibit the use of the Yamaha TD twin series, probably among the safest, best handling, and most reliable racing machines produced, the answer lies in a method of giving these riders the experience that is required for such high speed racing.

Within its own membership, the AMA has the resources to either encourage or create a series of

off-season road racing training programs. While in England I observed both the Dixon/Robb and Kirby Camp road racing schools, which trained riders on various ability levels, held races among students to check their progress, and finally released them for successful racing careers. I believe that this type of formal training would be the key to safer racing by first-time professionals. Those familiar with the sporty car set know that the SCCA requires completion of such a program before a competition license will be issued; an idea we could follow.

A program of this type is indeed feasible, especially in an area such as Southern California. During the off-season we could have at our disposal such racers as Kel Carruthers, Cal Rayborn, Don Vesco, Dave Smith, Reg Pridmore, Steve McLaughlin, Don Emde, etc. as instructors and such tracks as Riverside, Ontario, OCIR, Carlsbad, and Willow Springs. Other areas, notably No. California, Florida, and New England could also create this type of school utilizing resident racers and existing racing facilities. I hope that we may see the creation of this type of program before a new crop of Novices takes on Daytona.

SCOTT EASTBURN
Newport Beach, Calif.

Mini Things

Having just finished reading the letter in your July 24 issue from Jack Ward of Mission Honda, I should like to take this opportunity to define "Catch 22".

First of all to be a "National" Champion in any sport you must be of the best. The best then by skill rating would have to be the Expert class.

It should also be understood that to establish a truly National organization it is necessary to have regulations and procedures as equally fair in application to the rider in New York as California. An Expert class, to have any meaning in being established, must have procedures to give qualification to the rider carrying that rating.

Although only one system for early development of the Expert class is referred to in the 73 Y-AMA Rule Book, our development of programs and procedures to establish a true National youth program did not stop with the printing of that book. This system, of course, depends on speedy and accurate reports, including initial classification by the individual event referees.

The initial Novice and Junior classifications are exactly as referred to, temporary classifications. Novice and Junior place winners at all Nationals are upgraded one class; riders participating actively in adult competition (verified) are judged to have "earned" the Youth Division Expert rating; and existing local organizations having an established system of skill classification may qualify the system and have those member riders classification transferred directly to the corresponding Y-AMA class. However, this must be done as an organization, not by individual riders (Fathers). This is in fact being accomplished in many areas of the country including Washington, Nevada, Florida, North Carolina, Georgia,

Arizona, Illinois, Indiana, to mention a few. Another method to develop the permanent classification are National qualifiers.

I would like to end by saying that those people truly interested should make the clubs and promoters aware they want sanctioned events in order to earn the points and their proper classification. Thank you.

GUY OUTLAND
Youth Division Manager
American Motorcycle Association

Dirty Nortons

The Ascot T.T. National story was beautiful, and, being an old Norton owner at one time (1937 Norton International and a 1947 ES2), I was happy to see Norton on the comeback trail. However, there is an error in the second paragraph regarding this being the first National win for Norton.

I believe Norton won the Springfield Mile in 1946. In fact Norton won two half-mile dirt track National Championships in 1951. Dick Klamfoth won the Richmond, Virginia half-mile ahead of Bill Tuman and beat out Kenny Eggers at Shreveport, Louisiana that year on a 500cc OHC single. Klamfoth's record for seven miles on a half-mile set at Shreveport may still be standing.

Then in 1952 and 1953 Bobby Hill and Bill Tuman won the 200 mile two-mile Dirt Track National Championships at Dodge City, Kansas aboard the single cylinder Nortons. Although, remembered first for their Daytona-LaConia wins in the 1950's Norton was also a force on dirt tracks before 1973. So much for history, congratulations to Dave Aldana and Norton for the TT win and good wishes for more Aldana-Norton wins.

RUSS WHITTINGHILL
Louisville, Ky.

Catching Heaven

You are going to probably catch hell from the religious faction, but I personally thought Scotty Schafer's sacrilegious story on the eight day week was hilarious. My helmet off to him.

LARRY LANGLEY
Lakewood, Calif.

Motor Money

In the August 6 issue of your paper, I saw an article on a new type of engine patented by: Ronnie Ryen. I have seen four or five good engine designs suitable for motorcycle use which have not progressed because of the lack of funds for their development.

I think the different motorcycle magazines, instead of engaging in expensive project bikes and things of that sort should invest money in the research and development of new types of engines, help people like Mr. Ryen, and help the motorcycle industry in general.

Why not create a research and development division of the Motorcycle Industry Council with a monthly newsletter available to the public?

Very truly yours,
RAUL M. BIASCOECHEA
Buena Park, Calif.

Plastic Wheels, Anybody?

Several weeks ago you published a hot little tip about plastic wheels for cars, now being produced. Found out about it only when people started streaming through the door with fistfuls of money in one hand, and Cycle News in the other. Needless to say, it caught me flat footed, dumfounded and totally without warning, since none of the industry publications subscribed to mentioned it.

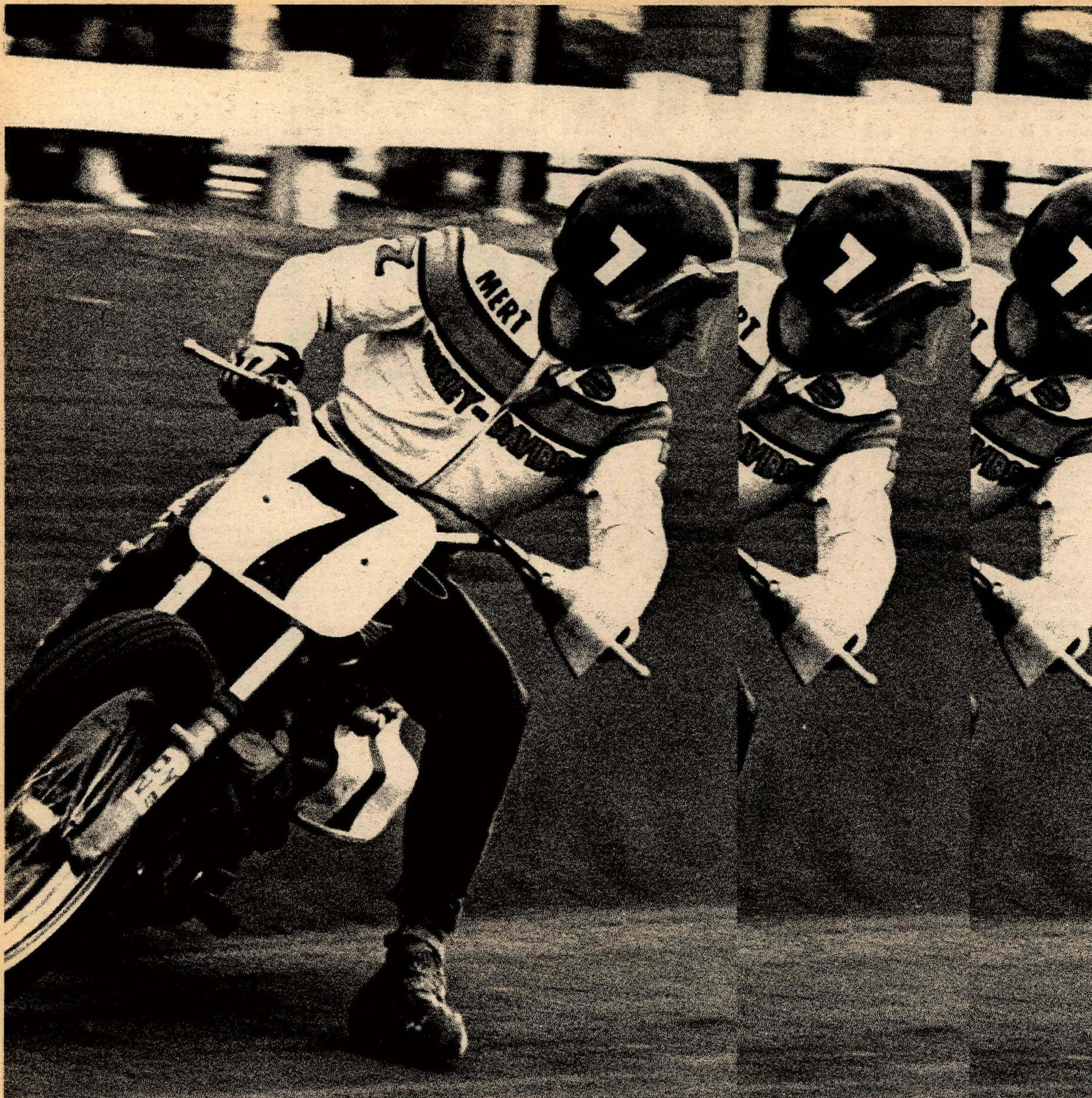
Clue me in Please.
ALAN ILFORD
Westlake, Calif.

Sorry, Al, but since it related primarily to cars, we forgot. But the item has provoked a large amount of comment and question from bikies, too. Somebody who wants to get rich can get to work on plastic bike wheels. We promise that they'll sell like the proverbial better mousetrap...Ed.

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COVER: Dave Pauli's imaginative Sachs-BMW custom. Don't look for one at the next street corner. Photo by Hector Aguilera.



Harley-Davidson wins again! Mert Lawwill takes Peoria TT.



One more important win for Harley-Davidson, holder of the A.M.A.'s first Manufacturer's Championship.

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To keep us Number 1 in pleasure riding.

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The Jefferson National Hillclimb was won by Carl Wickstrand (Tri) with a time 6.18 seconds. Larry Smith topped the B riders with a 6.94 aboard his Indian.

John Banks clinched his fourth 500 British championship on his Cheney-BSA. His lead over other Britishers is so extensive that he need not even compete in the final two rounds.

Strangely enough, Joel Robert has chosen not to ride the 250 Trophee Des Nations in England. Instead, he intends to coach a Puch ISDT team here in the U.S. of A. However, he does intend to compete in the 500 Des Nations in Switzerland.

GETTING PUT OFF: The staff muckraker finally gave up on an old promised interview with Uncle Spiro that faded around the time the broken Watergate inundated Washington. Last week he traded it for a tootsie pop and an interview with a dude in a position more relevant to questions concerning E011644. Stay tuned for details.

Seems like one form of motorcycle fun and games that apparently doesn't occur much in California is the field meet. You know, where you take your Hawg or Honda 90 and ride boards, eat hot dogs hung on strings, see who can ride the slowest, and generally have a good ole time.

What will the new BMW be? Stay tuned (and serviced) for details.

Well, uh, hubba, er...the Calendar kid (dam upstart) was reading over Papa's shoulder then takes off and comes back with this flyer for a field meet. It occurs on August 26 at 11 a.m. See the Calendar.

Barry Goldwater has resigned from the Sierra Club. He stated that he felt the Club wasn't "interested in anything but demonstrating Sierra Club muscle."

DEADLINE: August 31, 1973, is the deadline for written comments, observations, opinions and broadsides on the EPA proposals for restricting motorcycle registration and operation in the L.A. Basin (see page 20). Write to the Environmental Protection Agency, Region Nine, 100 California Street, San Francisco 94111.

Linda Reed notified us that in one of the Peoria TT captions we had Eddie Wirth misnamed as Scott Brelsford, and she was right. Thanks, Linda. Sorry, Eddie.

LAST CHANCE to get aboard the ISDT charter flight. For \$196 you can help support the U.S. effort and get a round trip ticket in the bargain. The flight leaves LAX the morning of Sept. 15 and returns on Sept. 23. Fare includes bus transportation to and from Dalton. There is room for motorcycles on the plane. Deadline for reservations is August 22; details from Mundia Travel, (213) 381-6125.

Terre Haute Half-Mile Postponed

TERRE HAUTE IND., AUG. 12
A heavy downpour lasting all of 20 minutes washed out the Terre Haute National Half-Mile just after the completion of time trials. The rain caused the track surface to deteriorate to such a state that resuming the program was impossible. A conference with the riders set Monday, September 3, as the date to re-run the race, as no other available dates were open.

Unfortunately, September 3 is the day after the Talladega road race. Folks interested in National points will be doing some heavy duty trucking.

THE LATEST POOP

BY PAPA WEALEY

The CMC road races at OCIR this last weekend had a trophy girl, a fine idea. But when they got to one of the lightweight races, a youngish teenager stepped forward to take the winner's gold, grabbed the trophy, and backed off. "Don't want to kiss the trophy girl?" he was asked. "No," he said apprehensively, "I don't think my mom would like it." His name was not Dave Aldana.

GETTING CLEAN: Yamaha says that they have a (very) low emissions motorcycle nearly ready. The factory has been working on the project for nearly three years. It should be in to production, sources at the factory say, within a few months. Their Wankel won't be available until 1974 and will be housed in a completely new frame (maybe a monocoque?).

Yamaha showed off their 700cc TZ-750 road racers at the Fuji 100 road race in Japan. The factory says that 200 will be produced by January, thus making them legal for AMA competition under the present formula. Kel Carruthers has already tested it on this side of the ocean. He has installed a long swingarm to correct a front end lightness at around 170 MPH. It weighs about 400 pounds and has just a tad less horsepower than the 500/4 road racers that Yamaha is racing in Europe. The 500 may be available in 1975.

GETTING OUT: Yamaha has stated that unless they are convinced the European circuits are safe, they won't contest the GP road racing circuit next year.

After winning the fourth FIM Formula 750 round in his home Finland, Yamaha rider Teuvo Lansivuori (who they call "Teppe") fell and broke his wrist during testing at Brands Hatch in England. He will be out of business for about a month.

When motorcycles are outlawed, only outlaws will ride motorcycles (?).

HOT TOP OF THE MONTH: We were reminded, while talking to Cook Neilson the other day, of something that all owners of Japanese and other major brand motorcycles should know. J.C. Whitney sells genuine factory replacement parts for as low as dealer cost. Remember, the standard mark-up is 100% of what the dealer pays — and the dealer generally pays a lot. (For example, the plastic air cleaner covers on Honda CB-750's cost you about \$17.) J.C. Whitney apparently cuts out all the middle men. There are even cases of dealers buying from them. It's one answer to outrageous price of parts, prices that may not seem too outrageous to persons who use their bikes just as toys but which are sort of violent to riders for whom a bike is the only source of transportation.

Fabian rides a Honda 450.

The Malibu Country Club, nestled in scenic Encinal Canyon, will host a big three day bike orgy on Labor Day weekend which will include MX, hillclimb, wheelie contests, bicycle races, and, naturally, Lady Godiva. We hope she wears a helmet. See the Calendar for more info.

Save water, shower with your motorcycle.

Lew Buchanan tells us that, contrary to what was seen in Cycle News recently, the DOT was never headless, and its chief dude was never indicted for burglary. Somebody got a sub-administrator mixed up with the Secretary of Transportation. You know how it is...you've seen one fed, you've seen 'em all.

If you are thinking about going to the ISDT (a fine idea), you might think about the charter flight from Los Angeles and San Francisco which leaves for eight days on September 15. The announced closing date is supposed to be August 15, but we bet that you can get in after that date. Cost is \$196 which doesn't include room and eats. Information is available from Mundia Tours at 213/381-6125 or write them at 3727 West Sixth St., Los Angeles, Ca. 90020.

Only five weeks until the ISDT.

You're riding your motorcycle in the California Desert, and suddenly from over the horizon comes someone wearing "an 'Eisenhower' style dark brown jacket and pink-tan gabardine trousers". Even though you don't know this figure from out of the West, what do you do? Jump on your H1R and ride away, as the staff blunt dart suggested? Come now, is that any way to treat one of the eight newly hired California Desert Rangers?

Whatever happened to the famous Cycle News column "Wrenchin' Around"? You know, the one with the monkey writing about working on bikes, or was it with the monkey working on the editor's bike? Anyway, the monkey responsible says "I ran out of time...it became 'Wenchin' Around'."

The hit of the New York motocross weekend was apparently the demolition derby held in a bunch of ten dollar cars in Weinert's junkyard. Contestants included Lackey, Weinert, and the Grossis. It was reported to be a dream come true.

Last week we told you something about a Triumph 750 triple with dual overhead cams. The next thing we knew, some guy from the advertising department was running in here saying

that it wasn't a 750, it was a 350 dual overhead cam triple. Upon further questioning, he revealed that it was, in fact, a twin. The same one that was on all the covers of the monthlies a few years ago. It never went into production (crankshaft problems) and the only working model (all the ones on this side of the Atlantic were wood) was sold to a dealer in England named Shell for an outrageous price.

In order that Americans may make a good showing in 1974 international trials events, Sammy Miller will be holding a trials school at Saddleback Park on August 25. Only 25 Experts and Masters will be allowed to participate, but it will be a heck of a thing to watch. Contact Saddleback Park or "Cycle World" magazine.

Triumphs are outlawed in the Arab countries. Why? Because, of course, the Israeli police ride them. In the Arabian countries the police ride BSA's.

The editor's having trouble talking today because his razor got into a high speed wobble and cut off his lip.

We understand that the Claremont Grand Prix is shaping up nicely.

GETTING SMALLER: Sometime in the not-too-distant future, if the authorities that be see fit, Honda may market a 50cc Elsinore. There are a couple of them running around Honda now. Why not in time for the Mini Nationals?

GETTING LOST: This weekend we found a nifty place for a hare and hound. Not your everyday, run-of-the-mill hare and hound, mind you. This one should be between Sammy Miller and Malcolm Smith. Sound strange? Try trail 35E01 near Kennedy Meadows. Oh, and bring your block and tackle.

While speaking of Kennedy Meadows, people who might be interested in helping to build trails in that area might contact the URA.

GETTING PLASTERED: It would be a dandy idea if you didn't ride your motorcycle in the desert area around Plastic City. It seems that the Navy is now using the area for bombing practice, and judging from news stories lately, they need all the practice they can get. The Navy has already bought one lucky chap a complete new pickup/camper rig...his old one was hit by a bomb about eight miles off target. Now you're getting the idea...stay east of Mississippi and you'll be safe.

We got two Yamaha dirt racers today. An MX-250 and a YZ-250. Different? Hooo, boy! Not even the cases are the same. It will be a while before Yamaha lets us release the test, but hang in there.

Bauer Wins Belgian 500

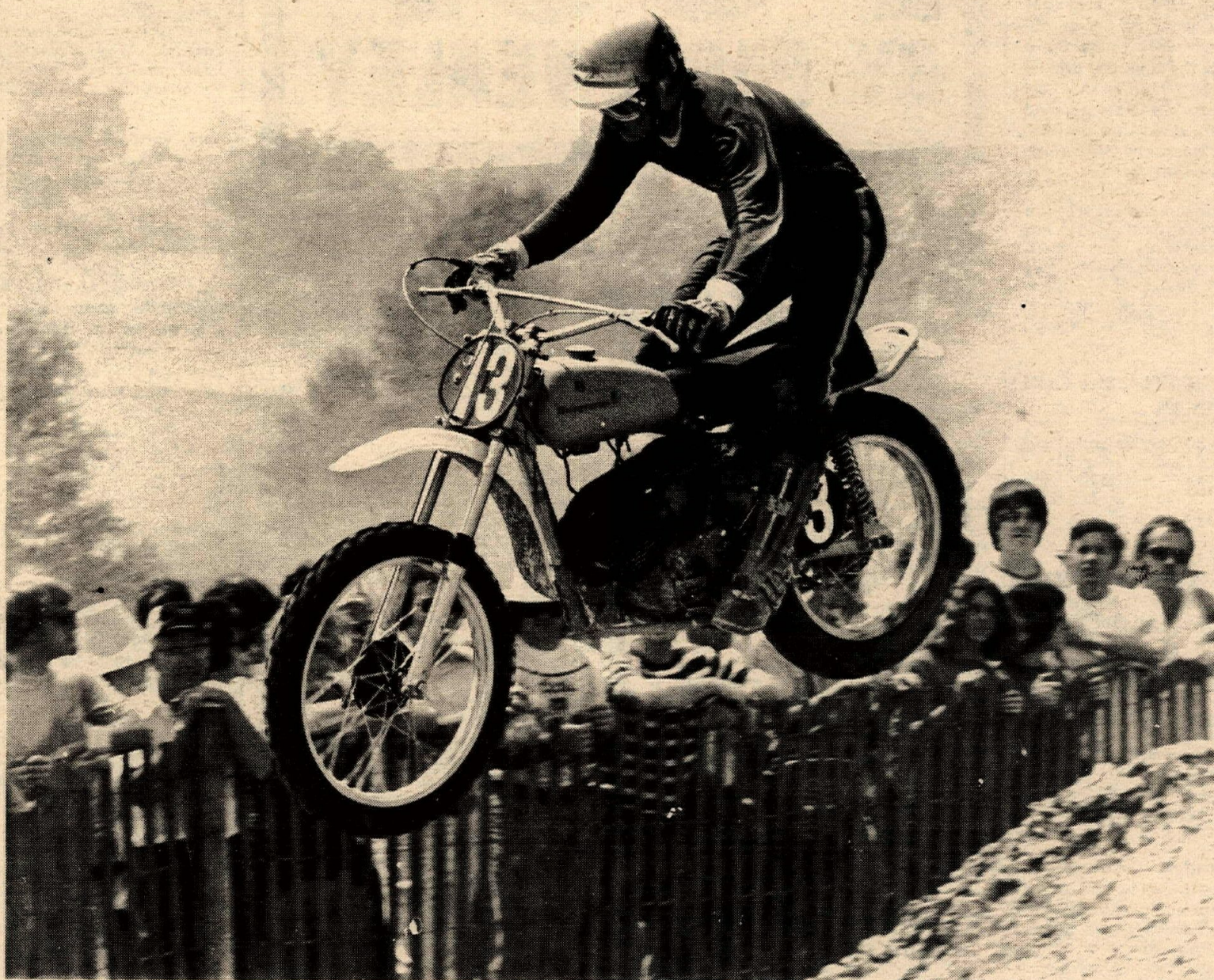
By John Huetter

NAMUR, BELGIUM, AUG. 5

In Namur, Belgium, Willi Bauer (Mai) won both legs of Belgian 500 GP while DeCoster took second and third for second overall. DeCoster still maintains a very slight lead with two rounds left to contend: Holland and Luxembourg. American Brad Lackey finished a disappointing 15th overall, having to push his Kawasaki across the line in the final moto. Regular mechanic Steve Johnson was not present to wrench for Brad as he remained in California to prepare the Trans-Am bikes for this fall. Also: Hans Maisch (Mai) broke his collarbone in Belgium and is finished for the season.

GRAND SLAM

NILSSON ON
HUSKY 125
WINS
INTERNATIONAL
125 GRAND PRIX



It was one and two with Bob Grossi finishing second.

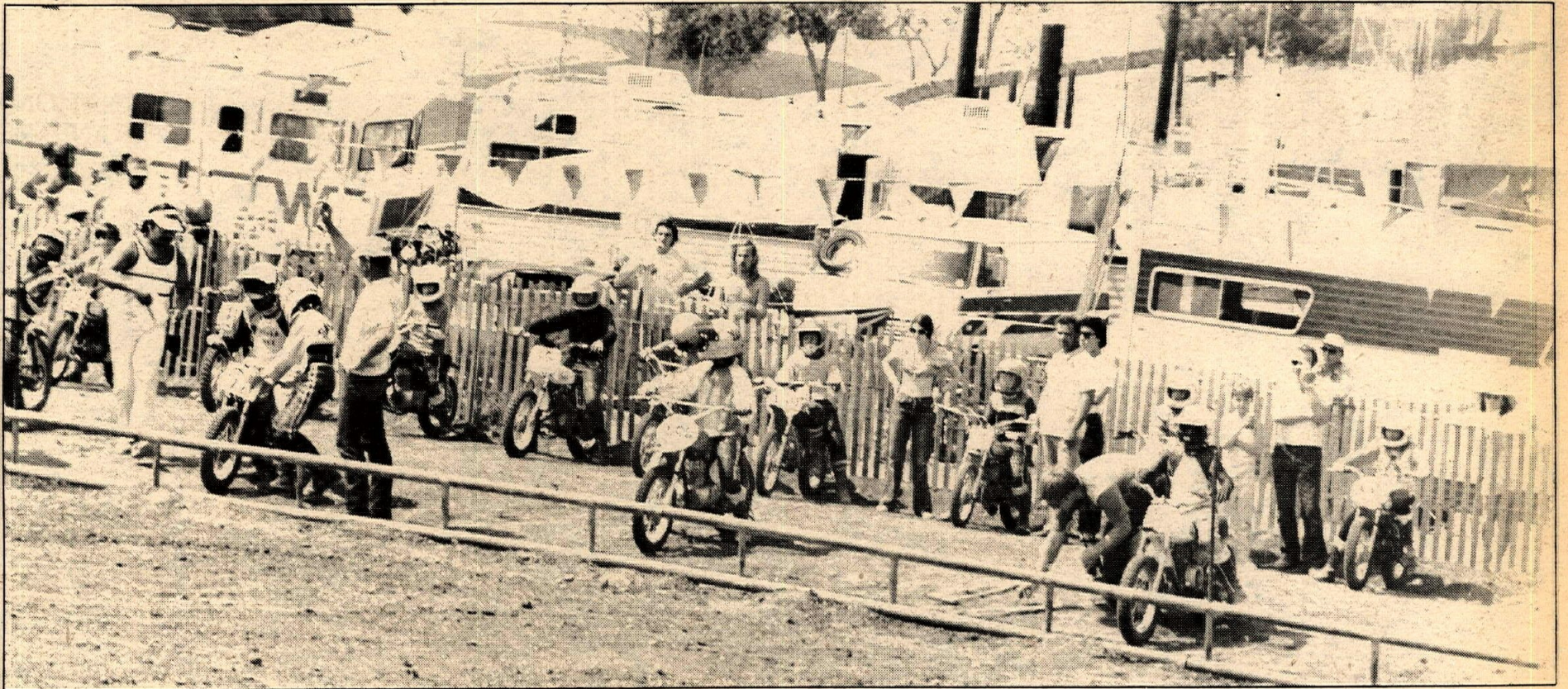
We congratulate Nils Arne Nilsson his win of the first International 125 Grand Prix.

His performance again proved that a Husky is dependable, powerful and out in front—whatever the size, whatever the race.

Competitive success is a combination of man and machine—we have the machines

 **Husqvarna**

The 1973 Mini-cycle National Championship



In order to be a Mini National Champion you need a start with an FIM gate...

By Alice Rhea

ORANGE, CAL., AUG. 11-12

Saddleback Park hosted their biggest ever motocross, in terms of entries, this weekend. Over 600 riders from five to fifteen years old turned out to participate in the two day event on the International Motocross course at Saddleback Park.

Banzai Hill was eliminated for obvious reasons, but with that exception the course was the one the Europeans ride. Some of the fathers complained that the course was too easy, without the accustomed whoop-de-dooos found in motocross, but they must bear in mind that the whoopers and gullies are not present at the start of any event on a well prepared track, but are created as the large displacement, heavy bikes pound the course. The minibikes, with their small displacement engines and light weight, did very little damage to the course and track remained fairly smooth throughout the two-day event.

National Minicycle Association and Saddleback Park officials worked on the course for two days prior to the event, and the course was a beauty. Those familiar to Saddleback are aware of the adobe soil which packs down quickly making the rider feel like he is on asphalt. The course was disced, bladed, graded and dragged until the surface was a foot deep in pea-sized, tacky lumps of damp soil which offered terrific traction for the small bikes.

The starting gate, which meets FIM regulations, was used for all but the tiny bikes, making this event as near an International Motocross as these riders are likely to see. But because the gate was so high and the starting hill so steep, the Pee Wees were started under the finish line banners, eliminating the uphill and downhill off the start, which would have been too much for their tiny bikes and a little frightening for the very young riders.

The first six races, Pee Wee through 61cc classes, used only the top half of the course; a shorter, easier ride for the smaller bikes and riders, but still with a challenge.

Starting with event number seven the Powder Puffs, the whole course was opened up and the girls, on bikes up to 81cc, demonstrated their riding ability. Renee Payne usually has an easy time with her wins, but this weekend,

although she won by a comfortable points margin, there were a few minutes out on the course when it looked like Debbie Sanez of Tumwater Washington (where the beer comes from) was going to snatch the lead.

Riders from eighteen states competed in the 81 motos, including soft spoken, polite Brad Ward from Orlando, Florida, who in spite of riding like a tiger, had a quick grin and answered questions with "Yes, M'am."

At the latest unofficial count there were 560 riders and 86 events (counting the runoffs), and the ambulance hardly moved. NMA did a superb job of organization, and the races went off one after another with hardly a hitch. Employing the starting gate eliminated a lot of problems, as the start is what usually turns otherwise nice dads into mama tigers protecting their cubs. There was no way a rider could jump the start, and therefore no reason for the fathers to become angry.

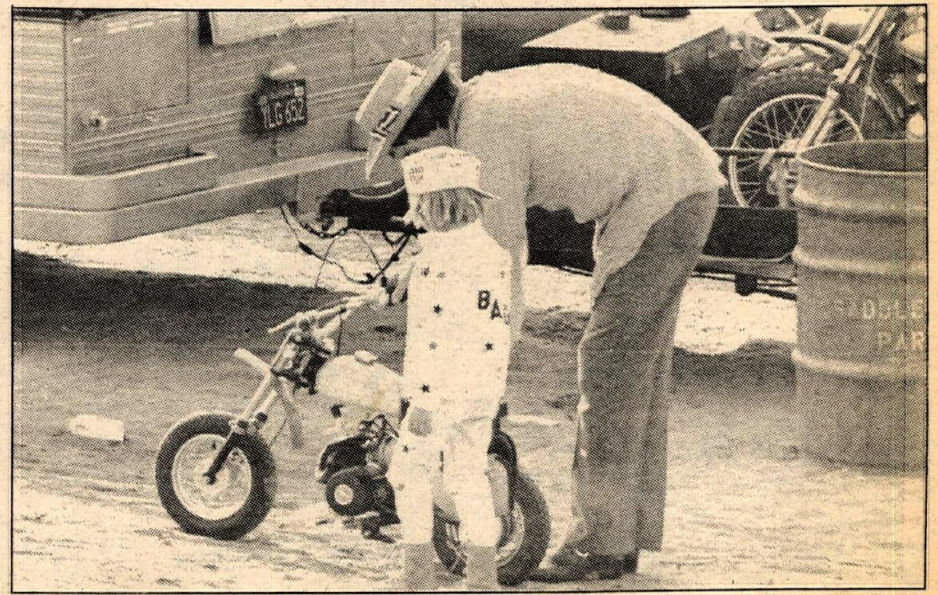
Minicycle parents seem to be growing up to the realization that the race is for the kids after all, and there were very few of them in the staging and starting

A jump...



A trophy...

A tuner...



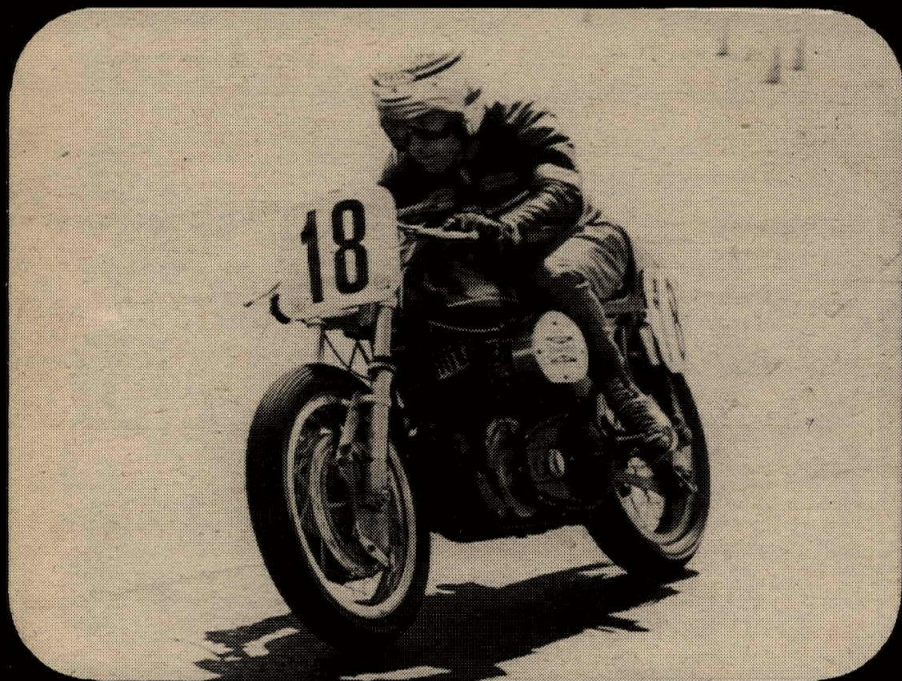
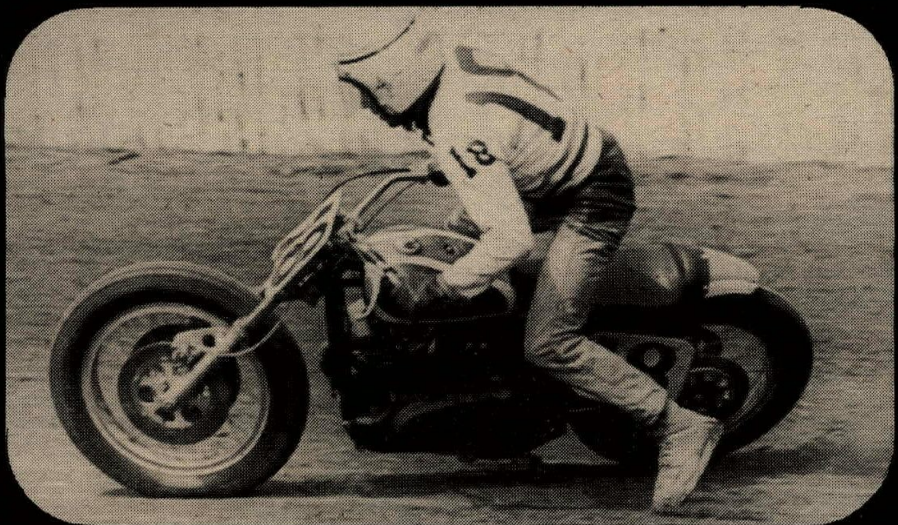
Winner of the Peoria TT

MERT

A gallery by Dan Mahony



Lawwill threw a chain (above) while leading the Ascot TT National in '69. His understudy, Mark Bickford, went on to win. 1971 was Mert's unluckiest year with a number of mechanical problems and injuries. Mert's first race with the number one plate (below) was a win over Dick Mann at the Houston Short Track. Mert stubbed his toe (below right) aboard the Jim Belland Sportster at Peoria in '69. Lawwill has been opening a lot of eyes with his road racing. He's shown at Sears Point (bottom left) in 1968. (Bottom right) Mert as National Champ concentrating at Ascot.



con't. from page 7

area. Most of the riders were on their own, and perhaps the fathers realize that it isn't necessary to give last minute shouted instructions on the starting line in order for their boy (or girl) to win races.

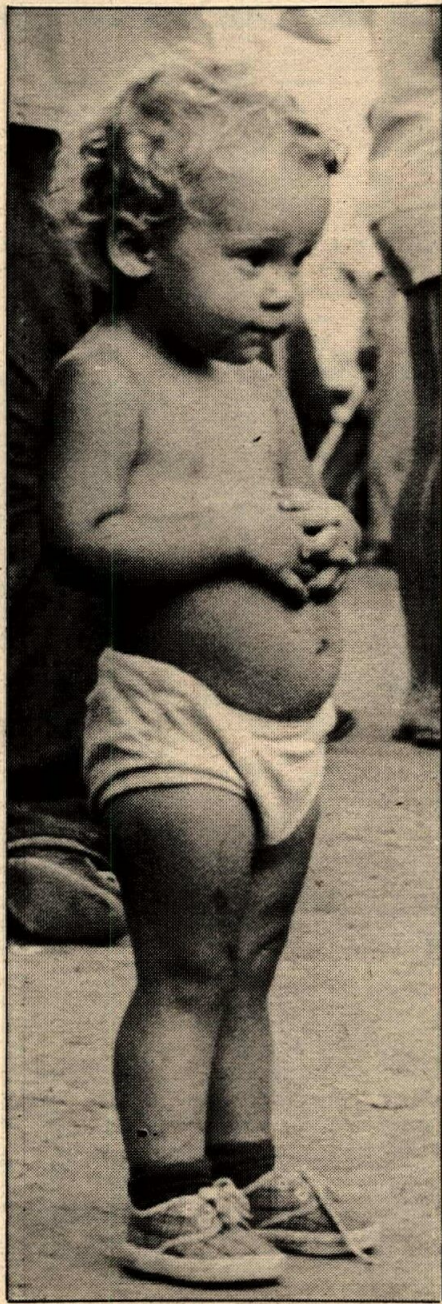
Pit racing was nil. NMA officials warned at the start of the event that riders would be disqualified and enumerated the offences which are considered pit-racing, so there was no question in the rider's minds. The races knew that nobody was going to come up and warn them so they had a second chance; they just had their numbers taken and their names crossed off the results sheets. Consequently, although there was considerable traffic with riders going to and from events, chasing parts and visiting friends, it was all moving at a reasonable, safe speed, and parents with smaller children didn't have to leave them locked in the camper all weekend to avoid their being run over.

Tuning was a problem, because there was no place except on the track where a rider could test his bike. Although this is not a problem exclusive to minicycles, perhaps for future events there can be a controlled test strip where a rider can get out and really lean on the bike to see what happens on top end.

As with all races, there were a few protests; displacements were questioned and there was some skepticism over whether "stock" bikes were actually stock. At press time we still do not have official results, although they should be available for next week.

NMA and Saddleback park deserve congratulations for the smooth running event, and riders and their parents of course share the honor as their cooperation was necessary. We hope to see a lot more of the NMA in the future, if they work as hard on all their events as they did on this one.

And, of course, a tootsie.



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American Tri-Wheel Racing Association



RACING CALENDAR

August 19 - Perris Raceway Scrambles

Gate Opens 8am, Sign in 9am
Practice 9:45, Race 10
Qualifying Heats, Semi & Final
Entry Fee: \$5 member, \$6.00 non-member
Plus Gate fee - Membership not required
Snack Bar For Info: 714-657-3678

September 2 - Gold Rush Desert Family Poker Run

& Hare & Hound. 1 family loop
20-25 miles. Hare & Hound 60-65 miles
1 gas stop. Start 7am Hare & Hound,
7:30 Family Poker Run. Lined from 395 & Trona
Road. Ambulance-Rest Rooms-Radio Crews
Silencers & Helmets Required. Entry Fee:
Family Poker Run \$7.00 member, \$8.00 non-member
Hare & Hound \$7.00 member, \$8.00 non-member
Membership not required. Send 2 SASE to:
American Tri Wheel Racing Assoc.

September 9 - Perris Raceway Scrambles

Gate Opens 8am, Sign in 9am
Practice 9:45, Race 10
Qualifying Heats, Semi & Final
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NEW PRODUCTS

Once upon a time, long, long ago, nice little motorcycles with names like Testi, Yamaha, Yamaguchi, (names of far away damn furriners), BSA Starlight, and Honda (those are nice Limey bikes, aren't they, son?) decided to solve their loneliness problems by hanging out with the mean, nasty, and dirty Desert Sled gang. Ugly soon, every little inherently two-wheeled motorcycle around had an "upswept", (read, "High"), pipe, and thus became instantly transformed from an indestructable (read "Lead") frame, chrome-side-panel-tank Turkey into a real dirty, indestructable frame, chrome-side-panel-tank Bear (read "Big"). Before you could seize your Tohatsu twin, medium boys and old men were discovering that these little wonders were easier to throw around than Harley 74s off the road, and they sold like Hot Hats.

Before you could get a replacement barrel for your no-bore-tolerance Tohatsu twin, these same people discovered that side case screws on their new toys would loose screwdriver slots real fast, that the fork tubes weren't consulting each other on directional decisions, the Excello shocks couldn't handle cigarette butts calmly, the fenders were made of surplus war trucks, and the brakes locked up at the merest touch, throwing the riders into the next county.

So a need was born, and, in the true American tradition, an accessory industry was formed to fill the need. The medium boys and the old men brought money, and took away Allen head screws, fork braces, fancy-dancy shocks, plastic fenders, and compression releases. The accessory people made big bucks.

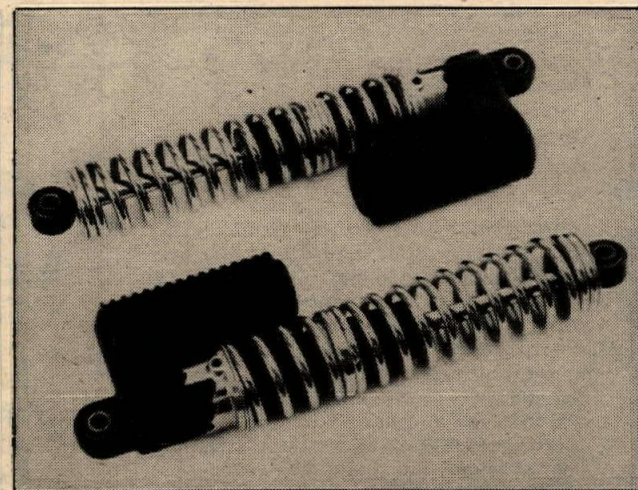
As time came and time went, the nice little motorcycles went away into junkyards, swap meets, and the hands of little boys. Better motorcycles hit the shores of good ol' America, followed by newer, better motorcycles, followed (at last) by real motorcycles, motorcycles like the SS350, Honda Elsinores, and the Suzuki 125 rapid racer. Regular motorcycles weren't good enough anymore.

So some of the motorcycle companies decided to get into the accessory bucks act, at a time when only a real motocrosser, or a real enduro, or a real trials bike, or a real roadracer

would do. Since a lot of people didn't have these things, they started to try to make them. People like Chuck Campbell were turning motorcycles into things they weren't meant to be (like a Suzuki 400 road racer). The accessory business became big business.

Now, 1973, Nippon Gakki has added, (to its pianos, organs, musical instruments, skis, audio components and speakers, snowmobiles, and motorcycles), Yamaha Parts Distributors, Inc. They make all sorts of stuff, more, and more, and more than you ever thought. Kind of like CMC motos, the new product releases just keep comin', and comin', and comin', on and on forever. It all lives at your local Yamaha dealer, and if it doesn't, tell him to call up good old Stuart Sadikoff at Yamaha Parts headquarters in Buena Park, California, and get some.

Hmmmm...nice sweater, lessee, old Virgil wears a size Big...Hmmm...nice pants too...whoops, Stuart isn't selling those.



Shocking! To think you saw it in a family newspaper.

How screwy.



Just what you need when that Tohatsu twin, (The one you fitted with the Yamaha shocks, fork brace double disc, oil cooler, etc) blows up in East Cowbungaland...a survival kit.



Tune in the next time I feel like doing this frammis time consuming section, (I could be doing other stuff, like crashing into shampoo bushes, ya know), and see the little company that made good get into the act with some good pleasantly quintessence stuff. In the meantime, meet Bizzor's Blatantly Unusual Section, new this week, maybe dead next week, featuring:



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By Ron Schneiders

Many of us wondered last year just what we were going to get for the \$12 dues the AMA was proposing to charge. Last week we found out: entertainment! We now have our own inimitable slap-stick version of Watergate with Russ March cast as the high-handed pres, this time suspect of setting up a non-AMA-sponsored pension plan. Sharon Clayton will star as the wrathful Bible-and-the-Constitution-quoting Senator Sam. Don Woods makes a good old southern fried John Erlichmann, and Cycle News subs for the "Washington Post." I can't stand it.

The quixotic writer in me wants to have a field day with this latest bit of motorcycling nonsense, but this time the writer must yield to more serious purpose. In just four weeks the eyes of the world will be on us, watching to see how we Americans handle our first ISDT. For the first time in history news from America will dominate the cycling press of Europe. We're off to a good start: five weeks before the event the AMA fires our Juryman and his successor fires the Clerk of the Course as his first official action. In Europe these are most honorable titles and the men who bear them are the most respected in European motorcycling. Our choices for these posts are by our own hands revealed as scoundrels just weeks before the event. What buffoons we must appear!

But the damage is done and cannot be undone, so what of the rest? Can the ISDT proceed with two key men dislodged? What about the financial implications? Is the AMA solvent and do they have the money to make the ISDT happen?

Who Will Replace March And Woods?

The most important question is, of course, who replaces the key men? For Juryman the AMA Executive Committee has chosen Ivan Wagar, the Associate Publisher of "Cycle World". A country's Juryman must have two characteristics: he must have a great deal of prestige and he must know the ins and outs of the secret competition of the Six Days. Russ March met both of these quite easily. Ivan Wagar, as publisher of a magazine respected in Europe, meets the prestige requirement but he admits he is somewhat short in the area of specific knowledge. He was seriously involved with the ISDT only once, in 1970 when the ISDT was held in Spain. Perhaps, though, with the resources and friends of "Cycle World" and a month to study he might carry it off. In any event there is little choice. There probably aren't three men in the country that one might consider for the job and none with the exception of the ousted Mr. March who are prima facie more qualified.

For Clerk of the Course we now have Dave Welsh, who has up until now been handling the logistic functions, hotel reservations, airline tickets, gasoline procurement, and such. The function of the position, Clerk of the Course, is essentially to manage the Trial, ensuring that the course is properly marked, that the checks are in the proper location, and that all the other thousands of details pursuant to the smooth operation of the event are attended to. It is without doubt the most challenging job at the Trial.

The real Clerk of the Course is Al Eames. He's doing the job almost single-handedly, drawing on his experience from half a dozen Berkshire trials. But while he's doing the job, AMA staff people are wearing the title, first Don Woods and now Dave Welsh. As the official Clerk of the Course, Dave will have to handle the duties involving

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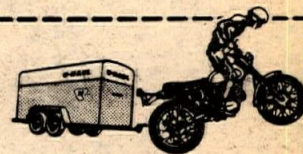
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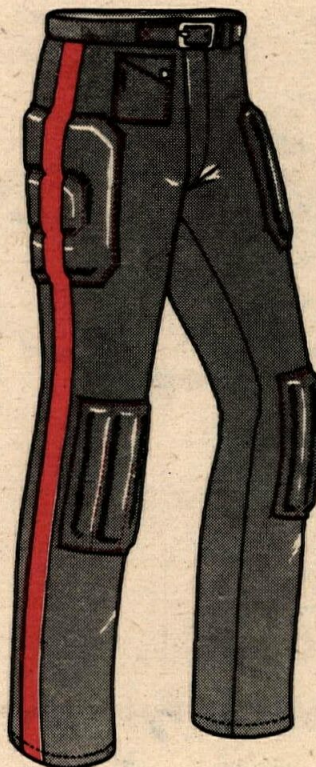
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other people, and probably quite a few official functions. Dave has the benefit of exactly one Six Days' experience in which he was a spectator. Without Eames as back-up, he would be in real trouble. As it is, it will depend upon the breaks. If Dave gets them, he'll come up smelling like a rose. If he doesn't... John Penton thinks Dave will do better than Woods would have done, so we apparently haven't lost in that respect.

Some Companies Care

It costs about \$230,000 to put on the Six Days, according to Ed Youngblood, the AMA's interim director. Right now it appears that the AMA is going to go into the hole for at least part of that money. Income is derived from the sale of programs, advertising, spectator kits, and other such enterprise, but the AMA has been counting on major manufacturers to act as sponsors for one day each for a donation of \$20,000 for about one third of the money. So far days 1, 2, 5 and 6 have been taken by Yamaha, Honda, Penton, and Husqvarna, but prospects for the other two days don't look very good.

I can't help wondering why some of the other companies who are expecting to reap large publicity benefits from the Six Days can't help share the cost of putting it on in this country. Kawasaki, Yankee, Rokon, and Triumph are all looking for a share of the glory but apparently feel no obligation to help. I suppose that they will also be the first to criticize if things which could have been helped along by a little extra cash don't go right.

In any event, the AMA has pledged that the Six Days will go off as scheduled whether they have come up with enough money to break even or not. They have sufficient credit to ensure the operation. And if anyone still wonders why Penton and Husky get the Trophy and Vase teams, here's yet another reason: they care. At least to the tune of \$20,000, which is a big sum for relatively little companies.

Bob Hicks Voice of Caution

Rumors are pretty nasty under the best of circumstances, but sometimes they are enough to make you physically ill. There has recently been a rumor floating around (I've heard it from three separate sources) that Bob Hicks is actively trying to sabotage the Six Days Trial. I called Bob and asked him about it. The substance of the rumor was that Bob was conspiring with the Sierra Club and other groups to obtain a last minute injunction to prevent the event from taking place. There were other allegations as well, but this was the most serious.

Bob Hicks is very much concerned about the Six Days and how it is to be run and I feel it is with very good reason. Hicks has been working for many years in the New England area to keep trails open and he has succeeded. His success has been directly attributable to the fact that he has established relations with other user groups and with the Governmental agencies and has convinced them that trial riding motorcyclists are not out to destroy everything in sight. Working on the other side, with his magazine and the organization which he helped to found, the New England Trail Rider's Association, he has helped to educate cyclists to be quiet and respect the land. All together it's been a very time-consuming and very productive effort. As Bob sees it, the ISDT could ruin much of that effort.

Bob Hicks has three main concerns:

(1.) The noise standard is much too loose. There is no State standard as of the moment, and last year's ISDT standard is the rule. There is no doubt that the bikes are very noisy and that a lot of people are going to be upset. At this point there is nothing practical that can be done about it, however. To tighten the standard would simply disqualify all the major competitors. The competitors should have been informed that a tighter standard would be imposed a year ago and this hassle could have been avoided to the benefit of all concerned.

(2.) No provisions worthy of the name have been made to keep spectators off the trails during the course of the event. According to Bob (and this squares with my own

Continued on page 19

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CMC Week



Jim West took the lead and held it in the second moto.



Wow, far up.

CMC Carlsbad

By John Bethea

CARLSBAD, CAL., AUG. 12

It's a shame that the Jim West/Rex Staten confrontation didn't last longer. In their first encounter here on the International GP course, Rex blew everyone into the weeds, including West. When the checkered flew he held a commanding 25-second lead over the Husky works rider, who in turn led third place finisher Luke Messer by 45 ticks.

The final was, however, totally different. Jim gunned it to the immediate lead with Rex a second behind. For three laps it remained thus, promising an eeker at the finish. That's precisely when Rex's Maico blew a rear wheel bearing. West rolled off his second Sunday 500cc Expert win in a row.

Messer (Maico) clung to second which was enough to bump Staten out of the runner-up slot.

The defending CMC Number One, Gaylon Mosier (Maico) had his overall win tainted slightly when Doug Sherman (CZ) barely edged him out of a sweep by winning the final moto. A third in the first moto for Doug spelled the difference and Myers, with two fourths, was there for third. A disappointed Billy Clements (Hus) fell in the late stages of the last race, bashing his chances at third after having placed second in the first race.

CMC daytime's leading winner this season, Marty Smith (Mnk), added the eighth notch to a win record in the 125 class by topping both ends of the confrontation. Doing a nice bit of move-up riding was Danny LaPorte (Pen) to take two seconds and second overall.

Mark Peters (Mai) a regular at many of the CMC Southland meetings despite residing in the San Francisco Bay area, collected two trophies for today's riding and one came for a first in the 250 Intermediates which he swept. His other was scored in the 500 Int. in which he placed a solid third behind Bill Shepard (CZ) and Albert Ortiz (Mai).

Greg Lersch won both ends of the 125 Jr. II races on his KTM/Penton. Although he tallied only a fifth in the mid-round, but it wasn't enough to dip him out of the overall points accumulation. Second went to Jim Felton (Pen) who added a third to his pair of seconds.

Only one Junior, Tim Marsh (CZ) made things click in all three motos as he swept the 250 Jr. Div. I ahead of Jack McCormick (Yam). Ed Kubota (CZ) and Mike Hogan (Hon) took the other two divisions.

John Smoot (Hon) won the final two 125 Jr. II races to claim that class while Rich Winkleman (Hon) scored a two-one-two to take the first division. Bob Welch (Hod) did likewise in the 100 Jr. in his first day race of the CMC

season.

Consistency paid off for Mike Burkhardt (Mai) in the 500 Jr. His three seconds narrowly out-pointed Charles Dickinson (CZ), even though he had won the final two races. His first moto seventh, won by Mike Hernandez (Hus) made the difference. ●

CMC Irwindale

By John Bethea

IRWINDALE, CAL., AUG. 10

For the second night in a row the same riders scored wins in CMC nighttime action. Bruce McDougal (125-Pen), Randy Myers (250-Bul), and Luke Messer (500-Mai) were the victorious, but none was able to sweep.

McDougal, the winningest pro on the CMC circuit this season with 19, added a third to his two wins and allowed Chuck Lunde (Hon) to gain undisputed hold of second overall with the final moto win.

The 500 was a thriller as Messer and Jim West (Hus) entered the final race with a first and second each. What transpired drained the crowd of all remaining emotion. West made a fantastic ride to chase Messer down to the wire, only to finish second in the end. Jim has been making a strong return to SoCal motocross domination.

With the memory of the wicked spill a week earlier lodged in the back of his mind, it took Buttons Sadler (CZ) the first moto to really get unwound again. In it he placed seventh, but bounced back and won the final pair of 500 Int. rounds to claim the win from Dave Henschel (CZ), who won the first race.

Bill Pincott (Mon) made yet another appearance in the 250 Int. win records as he held Ted Hamner (Yam) at bay in the second round and coasted home the winner in the third although Ted scored first.

Vince Van Hook (Yam) has become the man to beat in the Mini Bike class at CMC under-the-light shows. He started with an eventual third in round one, but came back to top the other two.

Pontiac Fry, upset with past performances from his machinery so it shall remain nameless, found himself in the front of the line in the 500 Jr. regardless of his misgivings. It was a through-the-backdoor win as he had a second and two thirds.

The other Junior portions were final affairs. Joe Aragon (Yam) got another 100 win, Rick Ott (Bul) did it to the 125's and Dave Potts (CZ) headed the 250's. ●

CMC OCIR

By John Bethea

TUSTIN, CAL., AUG. 9

Randy Myers collected his fifth 250 Expert win of the season and

Bruce McDougal bagged his 18th in the 125 to top two of the three spotlighted portions of CMC action at Orange County International Raceway.

McDougal's overall tough foe was Mark Tyer, also Penton-mounted, who tallied a second-fourth-third to Bruce's two firsts and second. Bruce swapped wins with Sweden's Barney Blume (Mnk) in rounds two and three, and that gave Barney the chance to take overall second despite his poor first round showing.

Myer's win was more hotly contested as Mark Rodman (Yam) won the first two trips off the line, but Randy the third. His second and third in the other two proved the deciding factor.

Big Luke Messer, who took over brother Bob's factory Maico ride when Bob splintered his ankle, again proved himself a most formidable replacement by notching his ninth win of the year in the 500 pros. He had it secured going into the final race after Joe Scotland (Mai) dipped to fifth in the second race after collecting the first race win.

Troubles also plagued Norm Bigelow (Suz) during his second race of the 125 Int., he won the other two to top the class with Mike Felton (Pen) taking second. Mike is one of the few racers who was bumped back to the Intermediates after being ranked as an Expert earlier. A change in the transfer points system dictated the move.

Dale Anderson (Bul) headed the 250 near-pros with often-winner Jack Phillips (CZ) taking second.

The Minis fell to Kurt Sofka (Yam) for the second week in a row fairly easily. It was rougher for Gary Tamiotti (Pen) in the 100's. He played runner-up three times, but when the final points were tallied, the total produced thumbs-down to his winning foes.

Nick Roberts qualified his Honda for the 125 Jr. Final by winning his two Div II heats, then wrapped up the whole thing by holding off Dan Loros' bid. Loros stalled, dropped to fifth and Nick ran away.

Undefeated heading into the 250 Jr. final were Bill Turner (CZ) and Cal Reiten (CZ). Turner finished that faceoff unscathed and Cal, who took second last week, took second again. ●

CMC Ascot

By John Bethea

GARDENA, CAL., AUG. 8

Veteran Dave Pessy (Oss) has to wait one more week to break his tie with Tim Hart for the most career 250cc Expert wins at Ascot Park. Tonight, Tim's old teammate, Billy Payne (Mai) made a brilliant comeback to win the 250 after finishing a respectable sixth in the first moto.

In that race, Billy got a bad start and

was nearly a third of a lap down before he finally got going. Dave won and Billy worked hard for his finish. His back was against the wall when the second moto began. He won and, thanks to Mark Anderson's tough CZ spirit, saw the door open for the final when Mark held Dave in fourth. That made it either rider's race when the third round was off and Billy rose to the occasion, took the win and the overall.

Mark Tyer headed a wild scramble in the 125's on his Penton, while Mettco's Danny LaPorte found himself in second after taking the final moto.

It was another Joe Scotland/Luke Messer 500 pro event and this night Joe came out on top even though he wound down to a fifth in the last race. Luke's third-second-first showing was just two points away from the overall win.

Larry Allen (Suz) edged out Robert Aslund (Suz) in similar fashion in the 125 Int. The final tally: 969 to 925.

Even closer was Jim Lee's 250 Intermediate win over Mike Bell, Ossa vs. Maico: 869-827. The only Intermediate show that was a runaway went to Homer Griffin (CZ) in the 500. Pat Mulvihill (CZ) won the second moto but failed to score at all in the other two and ended up last in points.

Tim Ochoa finally lost a race at Ascot's Mini class. He took third in round two, won the other two for first overall. Vince Van Hook (Yam) was second. ●

Results:

Ascot Park, Aug. 8

MINI: 1. Tim Ochoa (Hon); 2. Vince Van Hook (Hon); 3. Eric Coffin (Hon).
100 JR: 1. Bill Boxer (Ste); 2. Steve McOsker (Yam); 3. Rick Hutchinson (Yam).
125 EX: 1. Mark Tyer (Pen); 2. Danny LaPorte (Pen); 3. Chuck Lunde (Hon); 4. Alvin Blain (Hon); 5. Mike Garrett (Pen).
125 INT: 1. Larry Allen (Suz); 2. Bob Aslund (Suz); 3. Roger Smith (Hus).
125 JR: 1. Brad Smith (Suz); 2. Sam Ringo (Hus); 3. Rich Zallar (Yam).
250 EX: 1. Billy Payne (Mai); 2. Dave Pessy (Oss); 3. Bob Hosford (Hon); 4. Mark Anderson (CZ); 5. Stu Egli (Bul).
250 INT: 1. Jim Lee (Oss); 2. Mike Bell (Mai); 3. Ted Hamner (Yam).
250 JR: 1. Calvin Uyeda (Hon); 2. Mike Winters (Mai); 3. Rich Sciuto (CZ).
500 EX: 1. Joe Scotland (Mai); 2. Luke Messer (Mai); 3. Bill Rubly (Mai); 4. Joe Johnston (Mai); 5. Jim West (Hus).
500 INT: 1. Homer Griffin (CZ); 2. Steven Sobodos (Suz); 3. Eric Olesen (CZ).
500 JR: 1. Rod Whitcher (Yam); 2. Jim Bunn (CZ); 3. Mike Marsh (Hus).

OCIR, Aug. 9

MINI: 1. Kurt Sofka (Yam); 2. Dan VanAuken (Hon); 3. Brian Chunn (Hon).
100 JR: 1. Gary Tamiotti (Pen); 2. Jim Mellott (Hod); 3. Brett Snyder (Yam).
125 EX: 1. Bruce McDougal (Pen); 2. Barney Blume (Mnk); 3. Mark Tyer (Pen); 4. Nelson Whitehill (Hus); 5. Barry Porter (Bul).
125 INT: 1. Norm Bigelow (Suz); 2. Mike Felton (Pen); 3. Jim Felton (Pen).
125 JR: 1. Nick Roberts (Hon); 2. Mark Abrahams (Suz); 3. Dave Bergman (Suz).
250 EX: 1. Randy Myers (Bul); 2. Mark Rodman (Yam); 3. Larry McCarty (Bul); 4. Greg Parker (Hon); 5. Tim Hamner (Yam).
250 INT: 1. Dale Anderson (Bul); 2. Jack Phillips (CZ); 3. Ray Badham (Hon).
250 JR: 1. Bill Turner (CZ); 2. Cal Reiten (CZ); 3. Mike Gillman (Yam).
500 EX: 1. Luke Messer (Mai); 2. Joe Scotland (Mai); 3. Joe Johnston (Mai); 4. Dave Boydston (B&S); 5. Mickey Samuelson (Mai).
500 INT: 1. Hank Jones (Hus); 2. Ron Stoner (CZ); 3. Mark Peters (Mai).
500 JR: 1. Tony Lanzarone (Mai); 2. Gary Rodman (Yam); 3. Dave Blosser (CZ).

Irwindale, Aug. 10

MINI: 1. Vince VanHook (Yam); 2. Jeff Dye (Hon); 3. Brian Armstrong.
100 JR: 1. Joe Aragon (Yam); 2. Jan Elinsky (Yam); 3. Dean Hart (Hod).
125 EX: 1. Bruce McDougal (Pen); 2. Chuck Lunde (Hon); 3. Chuck Bower (Pen); 4. Bob Haag (Hus); 5. Nelson Whitehill (Hus).
125 INT: 1. Mike Thill (Hon); 2. Dave Taylor (Yam); 3. Morgan Malocco (Yam).
125 JR: 1. Rick Ott (Suz); 2. Steve Glatts (Pen); 3. Kevin Kriehoff (Yam).
250 EX: 1. Randy Myers (Bul); 2. Henry Saunders (Yam); 3. Marty Moates (CZ); 4. John Atwood (Bul); 5. Drew Nelson (Yam).
250 INT: 1. Bill Pincott (Mon); 2. Ted Hamner (Yam); 3. Morgan Malocco (Yam).
500 EX: 1. Luke Messer (Mai); 2. Jim West (Hus); 3. Joe Scotland (Mai); 4. Joe Johnston (Mai); 5. Bill Rubly (B&S).
500 INT: 1. Buttons Sadler (CZ); 2. Dave Henschel (CZ); 3. Rick Welch (Yam).
500 JR: 1. Pontiac Fry (Yam); 2. Richard Winfrey (CZ); 3. Bill Manderscheid (Suz).

Carlsbad, Aug. 12

100 JR: 1. Bob Welch (Hod); 2. Gary Truesdill (Pen); 3. Brian Kirby (Kaw).
125 JR DIV I: 1. Rich Winkleman (Hon); 2. Rich Piotrowski (Hon); 3. Tom Meyer (Suz).
125 JR DIV II: 1. John Smoot (Hon); 2. Kurk Skinner (Suz); 3. Bruce Waters (Hon).
125 INT: 1. Greg Lersch (KTM); 2. Jim Felton (Pen); 3. Richard Ramirez (Hon).
125 EX: 1. Marty Smith (Mnk); 2. Danny LaPorte (Pen); 3. Jim Beauchamp (H-D); 4. Chuck Lunde (Hon); 5. Bob Maxwell (Pen).
250 JR DIV I: 1. Tim Marsh (CZ); 2. Jack McCormick (Yam); 3. Robert McBroom (CZ).
250 JR DIV II: 1. Ed Kubota (CZ); 2. Ron Dumas (CZ); 3. Mike Gillman (Yam).
250 JR DIV III: 1. Mike Hogan (Hon); 2. Charles Richardson (Yam); 3. Aaron Bassett (CZ).
250 INT: 1. Mark Peters (Mai); 2. Kory Andrew (Mai); 3. Geoff Howe (Hus).
250 EX: 1. Gaylon Mosier (Mai); 2. Doug Sherman (CZ); 3. Randy Myers (Bul); 4. Bill Clements (Hus); 5. Richard Grafton (CZ).
500 JR: 1. Mike Burkhardt (Mai); 2. Charles Dickinson (CZ); 3. Mike Hernandez (Hus).
500 INT: 1. Bill Shepard (CZ); 2. Albert Ortiz (Mai); 3. Mark Peters (Mai).
500 EX: 1. Jim West (Hus); 2. Luke Messer (Mai); 3. Rex Staten (Mai); 4. Gary Ogden (Yam); 5. Mike Yorba (Mai).

Tortoise-Hare European Scrambles place second

By Larry Langley
Photos by Maria Holley
and Langley

SOGGY DRY LAKE, CAL., AUG. 12

The calendar in Cycle News said Soggy Dry Lake, but they lied. You went *past* Soggy Dry Lake and onward into the boonies on a whoop-de-doo trail which had a lot of vehicles who had it shifting into 4-wheel drive. The rest of us skiddered along, hoping to find the pits. At long last we came over a rise and there they were, pretty well hidden in a haze of dust. The wind was not blowing at all and the dust just hung there. We unloaded our bikes and took a look at the Desert Turtles Novice course, since they reported a nice six foot drop off about halfway around the 10 mile course. The course was fast — not much to slow you down until you hit the before mentioned drop off, and right after that was a tight section that turned the riders back toward the home check. Things didn't start off well as the ambulances were late, and all the starts had to be moved back to 9 AM. Finally the races went off, and it soon became apparent

that whoever (with few exceptions) got the good start was out in front of a massive dust cloud and had it pretty well made. The leads in the races I saw were just unreal. If you were back in the pack at least you were getting some practice in for the Barstow to Vegas start. Tom Barrett (Bul) led from start to finish, with Charles Barny (Yam) second.

The second race on the Desert Turtles schedule was the big boys. Again the dust was a factor, and Mitch Mayes (Hus) came smoking into the finish check with a good lead. The dust was so thick at the finish curve that some riders missed it altogether, came around wide, and had to do some fancy maneuvering to get their numbers taken. Jack Knebel (CZ) and Tom Smith (Yam) chased Mitch, but there was no way they were going to catch him unless he broke, which he didn't.

I wanted to see Tommy Brooks in action so I headed over to the Jackrabbits Expert/Am course. Just before the Division II Expert Lightweights came around to complete their first loop, a rider came up with a black flag with orders to stop the race! The word was that there were no ambulances on hand as they were on their way to the hospital with injured

riders. I have never heard of a District 37 race being black flagged before, but history was made Sunday. There was quite a bit of confusion over how to do it. None of the riders knew what a black flag stood for! When Tommy Brooks came in with a big lead they were waving it, and it became obvious that Tom wasn't going to stop, so everyone started waving and jumping in front of him. Finally Brooks stopped, and when it was explained to him what had happened, he went off with an incredulous expression on his face. The heat was really getting to the riders by now, and they were hoping that they would call the race done with, but the rules say two-thirds must be run. It was decided to run just two laps when they restarted.

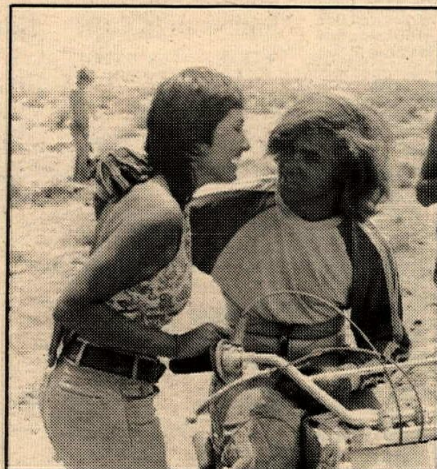
There was quite a bit of static from some riders about stopping the race. In fact one rider tried to protest with a ten dollar bill in hand. I know it must have been disappointing to some people to have to restart after doing good, but things must be brought into the proper perspective. No trophy, points, or placing is as important as the safety of the riders. The decision to stop the race was made by referees Ed Williams of the Desert Turtles and Denny McCoy of the Jackrabbits after consulting with Rescue

Three. At the time, Rescue Three was quite simply overwhelmed with the amount of injuries they had to contend with. With both ambulances on the way to the hospital they were afraid that if someone was seriously hurt, it was possible for him to die without proper medical transportation. I feel the clubs did the right thing. It wasn't an easy decision to make, especially since the races were already running late. It took a lot of guts to stop everything and I commend both clubs. It's obvious they do care very much about the riders and will not compromise their safety. If you are one who bitched about it, you had best do some very serious soul searching about your values. End of sermon.

After the restart Tommy Brooks came around with such a big lead that he stopped to get a drink of water, talked for awhile, kept looking back for the second place rider and finally took off just playing. It must be frustrating for the rest of his class. He is just about unbeatable. The restart was of some benefit to second place Andy Kirker (Ric), as his clutch was going out on the first lap, and his dad was able to replace it during the wait for the ambulances to return. Monte Lee (Yam) took a well deserved third. Fourth was Bill Decker, who also took first Amateur.



A group of motorcyclists attempting to escape from a dust storm.



Innocent young lady about to be taken advantage of by lecherous, dirty old biker.

Mitch Mayes continued his winning streak in the desert.



Tommy Brooks did what was expected of him; he won with ease.



Cordis Brooks took his new 175 Bul to another Div II Lightweight win.



behind dust

The last race of the day went off well as the wind finally came up and cleared most of the dust away.

Rescue Three (Bless 'Em) reported 26 injuries including a dog bite. Interestingly enough, the first three injuries were pit racers, which was an on-again, off-again problem. When I arrived Sunday morning, I was almost run over three or four times. The Desert Turtles sent out a pit racer patrol (Wanted Dead or Alive) but it had subsided by then. The Jackrabbits gave out nice finisher feet (Rabbits feet) while the Turtles gave neat stickies. Oh yeah, Alice went to the Mini-cycle Nationals.

UNOFFICIAL RESULTS

250 NOV: 1. Ron Wright (Yam). 2. Mike Rhodes (Yam). 3. Fred Hawkins (Yam).
DIV II LTWT NOV: 1. Tom Barrett (Bul). 2. Charles Barny (Yam).
HVVYWT NOV: 1. Robert Balentine (Yam). 2. Jack Caldwell (Hus). 3. Jack Molina (Tri).
TRAIL NOV: 1. Cody Watts (H-D). 2. Jim Robinson (Hod). 3. Patrick Johnson (Pen).
250 EX: 1. L. Apraix (AJS). 2. Larry Pfutzenreuter (Bul). 3. R. Aleyander (CZ).
DIV II LTWT EX: 1. Cordis Brooks (Bul). 2. Jeff Wright (Puc). 3. Andy Kirker (Ric).
HVVYWT EX: 1. Mitch Mayes (Hus). 2. Jack Knebel (CZ). 3. Tom Smith (Yam).
TRAIL EX: 1. Larry Roeseler (H-D). 2. Bruce Ogilvie (H-D). 3. Chris Weber (Pen).
250 AM: 1. J. Herren (Yam). 2. P. Nyland. 3. D. Symounds (Hon).
DIV II LTWT AM: 1. Ron Holst (Bul). 2. Ed Wright (Puc). 3. G. Burgess (Mnk).
HVVYWT AM: 1. M. Marsh (Hus).
TRAIL AM: 1. Shawn McKean (Hod). 2. B. Ventzke (Ric). 3. R. Young (Hod).
Jackrabbits results were temporarily unobtainable and will be printed as soon as possible.

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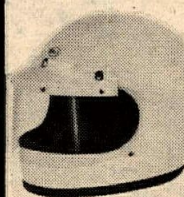


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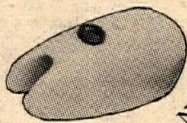
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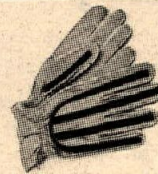
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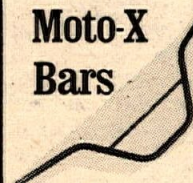


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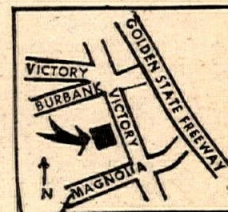
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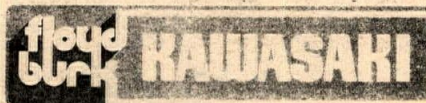
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French champagne for Swedish World Champion

World 250 Motocross

By John Huetter

HYVINKAA, FINLAND, AUG. 5

Scandinavia really does surround you with an ambience of striking blue-eyed blondes, birch forests and beer. The Nordics also take their sports with all the solemnity, ritual and orthodox practice of a religion. Motocross is no exception.

Most people have only the vaguest idea of where Finland is on the map but the 30 international riders on the 250 GP circuit managed to find the small country town of Hyvinkaa as they reassembled from a month spent competing in the U.S. Inter-Am series or a surprisingly tough July round on the Belgian National circuit, in which Hakan Andersson and Adolf Weil seemed to grab most of the 250 class wins whenever Robert didn't.

That rivalry, which has also put them firmly one-two in world points standings, didn't slacken a bit today in the wet woods of Finland with the result that they are still one-two in the Championship race. But it's really all over. Much to nobody's surprise, Hakan Andersson on his very special Yamaha, won both 45-minute motos and in doing so became the 1973 World Champion in 250cc Motocross. With the advantage of post-race reflection, it was entirely predictable. Hakan is in fantastic condition, won nearly everything he wanted or needed to in Belgium, and has had his Yamaha break only once all year. And he is going so quick it's hard to believe...except that everybody starts to take it for granted that of course Hakan rides that fast — a World Champion motocrosser is supposed to ride fast.

Everybody here was a professional in the best sense of the word and the World Championship resumed as if the riders had only been away from it for a week instead of a month and a half. Of course, most of the races in Belgium and Holland were like GP's since unprecedented big purses and fat start money envelopes kept the bulk of both 250 and 500 pilots in Europe rather than migrating across the pond for American competition.

Moto One

Steady rain on Saturday night left standing water between the sodden sand whoop-de-dos on the long course. It tapered off into sudden downpours and sprinkles by race time but the course was sloppy on the level spots with short, nasty whoops on the uphill and downhill. "Here's mud in your eye," was not a friendly toast.

Jaroslav Falta (CZ) led into the first turn by executing the jump over the earth dike at the end of the start area better than anybody else. Behind him were Sylvain Geboers (Suz) and Jim Pomeroy (Bul) at the end of lap one. The front three extended over maybe 30 feet of ground as they caromed around the bumpy course with Heikki Mikkola (Hus), the local favorite, a fair distance back but ahead of Adolf Weil (Mai). Hakan was back about seventh or eighth when he started moving smoothly, irresistibly up on Weil and went past him. At the same time, Geboers and Pomeroy went by a slowing Falta. The Belgian and the American were about 10 feet apart way up front and the first five had cleared off from the rest of the pack.

Joel Robert (Suz) was coming up strongly from a mediocre start and Gunnady Moisseiev (KTM) challenged Mikkola before retiring with about 20 minutes gone. But the crowd's attention was focused on the action up front where Hakan had switched places with Jim making the Swede second and Pomeroy once again, third. Sylvain, showing some of the pre-broken leg form, was still in front of everybody.

Torlief Hansen (Kaw) crashed and shortly afterwards went out with mechanical problems, i.e., suspension which had probably contributed to the



Hakan Andersson clinched the 250 World title with two clear cut wins.

crash. Sylvain dropped back after 30 minutes as his pinned, shafted, grafted leg gave out on the sandy circuit and Joel hung it up after crashing his new Suzuki on the giant downhill. If Joel is crashing, you know the course is getting rough. He never gets off. Well, almost never.

Hakan got the lead a little sooner than he had planned as Sylvain gave up racing for that moto and Adolf got by young Pomeroy on the off-camber corners on the back section of the course. Age does have some advantages and Adolf has been passing on corners 15 years longer than Jim. Hakan stretched out a fairly comfortable lead and his mechanic informed him via chalk and lap board that he was 15 sec. ahead of Weil at the same time Adolf's mechanic informed him that he was 15 sec. behind Andersson. Pomeroy's mechanic, who claims to have mastered English during his month in the U.S., informed Jim that he was about six seconds behind Weil. Jim closed the gap on Adolf in the last three laps to about five seconds and that's the way they finished. Mikkola was a good distance behind Jim in fourth. The front three went very fast the whole 40 minutes of timed running. Hakan seemed to coast the last two laps, secure in his win and not wanting to crash. Of course, coasting for Andersson still involves leading a Grand Prix.

One of the most impressive performances was by Miroslav Halm, back riding for CZ after two months out due to injuries. He moved up to finish seventh in the first leg right behind Czech hero Falta. The Russian, Pavel Rulov apparently wasn't going fast enough to uphold the glory of Mother

Russia and lost his KTM ride. He may be back on a tractor or shoveling salt or whatever happens to Soviet MXers that don't make it. It started raining again just as the last riders were taking the checkered at the end of moto one. Pomeroy was already in the pits rinsing mud from his eyes and the Bultaco factory people were obviously quite pleased with Jim's first ride back in Europe. Third behind Hakan and Adolf ain't too shabby. Between motos the Belgians sat in the rain eating waffles (the national food), the Swedes drank bizarre hot soup concoctions, and the Finns looked stolid and austere.

Moto Two

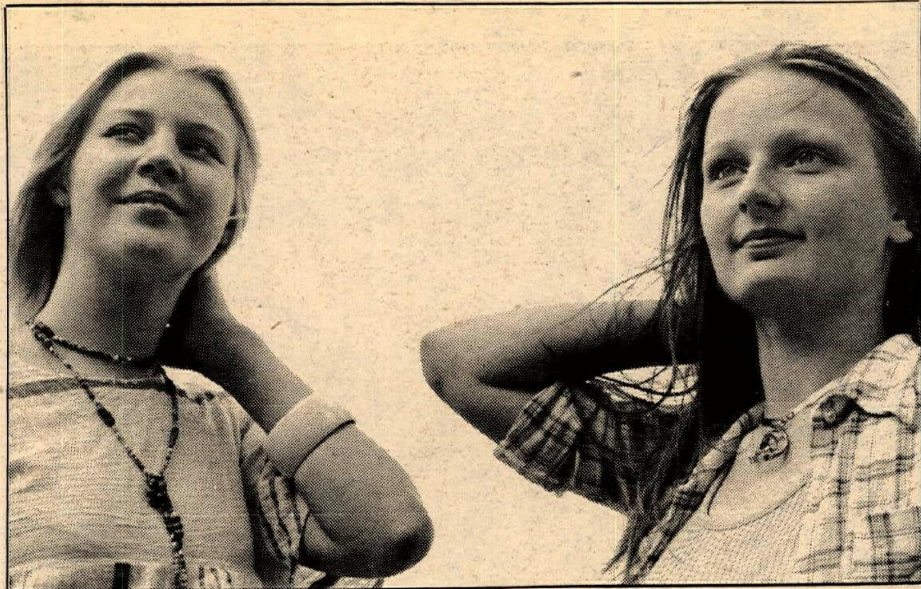
Moisseiev pulled one of his patented explosive hole shots and literally rocketed to the lead in the air more than on the soaked track. After two laps, Hakan pulled in behind him followed by Mikkola; Uno Palm, giving one of his best rides on the newly suspended Puch; and Falta. Pomeroy crashed in a big puddle of water, mud and sand on the first lap and Adolf Weil hit him, also going down. By lap 5, both riders had started passing up through the pack from positions in the low twenties, about 23rd and 25th.

The newly wetted course was really getting churned up and bounced into deeper whoop-de-dos which in turn bounced the rear ends of the bikes from side to side. With 20 minutes gone, both Andersson and Mikkola got by Moisseiev who was fading slightly from his runaway start. Jim was holding off Babarovsky, Weil and Halm as those four sprayed through the mud and moved up. With 30 minutes gone, Hakan was again way out in front and just moving faster than anybody. He

wasn't taking any chances on being caught or getting any but the maximum 15 points for a win. This moto was, after all, a race to determine the Champion of the World in 250cc motocross.

Moisseiev had gotten back up to second place about five seconds ahead of Mikkola. It's a shame these Russian riders don't get to compete in the U.S. They are unbelievable to watch as they full-bore everything WFO: corners, straights, jumps, downhills. Most of them never heard of strategy but they know about speed. As a matter of fact, in Europe a quick-turn (eighth-or-quarter) throttle is called a "Russian throttle" because there are only two positions, really: on and off. Moisseiev usually just keeps his in the "on" position and hangs on to the KTM until he breaks, wins or crashes.

Joel Robert didn't fall and was running quickly in fourth ahead of Uno Palm (Puc). The new suspensions on the Suzuki and the Puch (and just about every other bike for that matter) have made a significant difference. Then there was a long wait until Falta, Pomeroy and Lars Ohberg (Mon) came around. Yes, ungently Jim had insisted on getting ahead of everybody up to seventh place, passing on downhills and splashing water around to move into the second pack of contenders and the few riders that Hakan hadn't lapped. Then with about 3 laps to go, Jim killed his Bultaco side-hopped til he went over the bars re-injuring the shoulder he'd landed on at Unadilla a week ago. He circulated very slowly after that, sitting down for the most part and, in the final two laps of the Grand Prix dropped from seventh



Two examples of why motocross in Finland is such a great sport.



Jaroslav Falta led the CZ contingency in with a seventh.



Jim Pomeroy would have been third overall but for a last lap crash which left him sixth.



Heikki Mikkola had a good run, netting himself second overall.

to tenth. Two of the riders passed him on the last lap as pain destroyed both his concentration and control. It was a bloody shame but it was reality.

Jim's loss of three places in the closing minutes of moto two also dropped him three places in the overall standings. A third and a seventh were good for third overall behind Hakan Andersson and Heikki Mikkola. A third and a tenth "only" pulled sixth overall with 11 GP points. Weil, Moisseiev, and Uno Palm all totaled 12 points tying them for third nominally but the place on the trophy stand went to Adolf.

Andersson's perfect finishes for the maximum GP points: 39, also won the World Championship for him — a title which the dedicated Swede richly deserves. He has always been good, second in the world in both 1971 and 1972, but there is nothing like being Number One. That's what Hakan is today.

The post-race celebrating was strangely subdued, another reflection of a very reserved Nordic temperament and the dripping forests all around. Hakan said, "I didn't want to buy a bottle of champagne beforehand in case I didn't win it." In the pits, Pomeroy produced a pint of scotch and the Czechs some 12% Pilsener beer and that was drunk quietly with more toasts than guzzling as the thin, blonde Andersson grinned politely and, perhaps, reflected on his accomplishment and how long it took to get there.

His mood changed after dinner and a sauna, however. As Jim and I were coming out from eating we ran into the new 1973 champion and also the six-time champion (including 1972) Joel Robert, the latter wearing a T-shirt that says Champion "Race Fan" on it. (Well, yes, I suppose he is.) They are together on a search for champagne to properly celebrate Hakan's victory and

championship but have been thwarted by Finland's liquor laws which don't permit sale of bottles on Sundays but individual drinks are OK. We march back into the "ravintola" where Joel gets the inspired idea of sitting down and having everybody order two bottles of champagne. The waitress doesn't believe us as we insist in Swedish, English and occasional courtesy words of Finnish that we need champagne for the two World Champions — two bottles or more for each of us.

Finally, it starts to arrive by the ice-bucketful. Pomeroy and I slip three bottles each under our shirts and wobble out looking pregnant with sheepish grins on our faces. Hakan and Joel hassle with the manager to get some more bottles as they finish one off and settle the bill for eight magnums of the French bubbly. The Finn is not cooperative.

A very international crew waits for

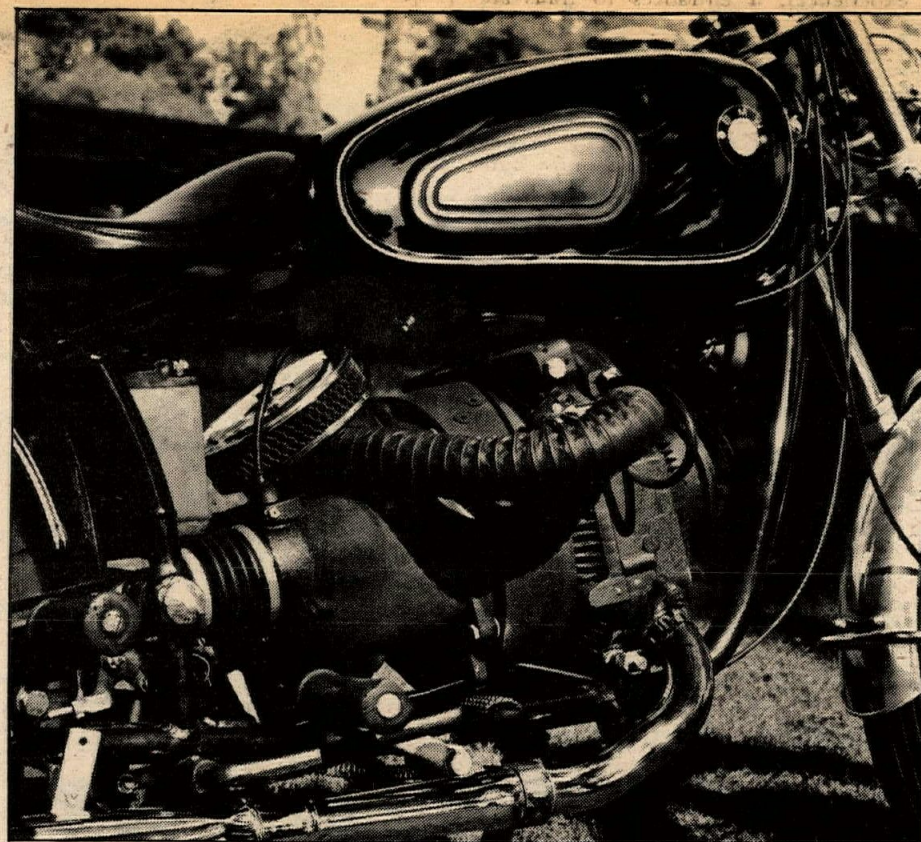
us at the racing headquarters. A Swedish chant of "Ho-kan! Ho-Kan! Ho-Kan!" goes up as the corks pop and white fountains spill over the tables and floor. Pretty Finnish girls seem to appear through every door and glasses are stolen from behind the bar to be raised in a toast to Hakan Andersson. Joel Robert is among the first to lift his glass.

Hakan Andersson finally had his celebration. It was small enough recognition for a World Motocross Champion but there were no complaints.

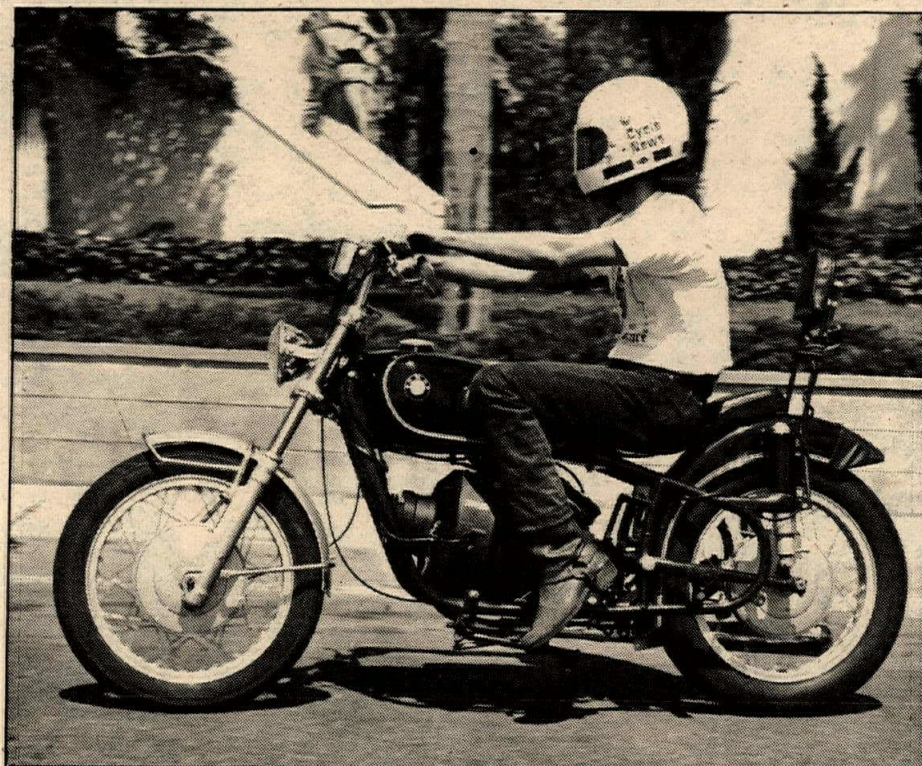
Results:

1. Hakan Andersson (Yam 1-1) Swed;
2. Heikki Mikkola (Hus 4-3) Fin;
3. Adolf Weil (Mai 2-) W. Ger;
4. Gunnady Moisseiev (KTM -2) USSR;
5. Uno Palm (Puc 5-5) Swed;
6. Jim Pomeroy (Bul 3-10) USA;
7. Jaroslav Falta (CZ 6-6) CSSR;
8. Joel Robert (Suz -4) Bel;
9. Leonid Tchinkarenko (CZ 9-9) USSR*;
10. Miroslav Halm (CZ 7-) CSSR*;
11. Lars Ohberg (Mon -7) Fin*.

*All tied on points for ninth.

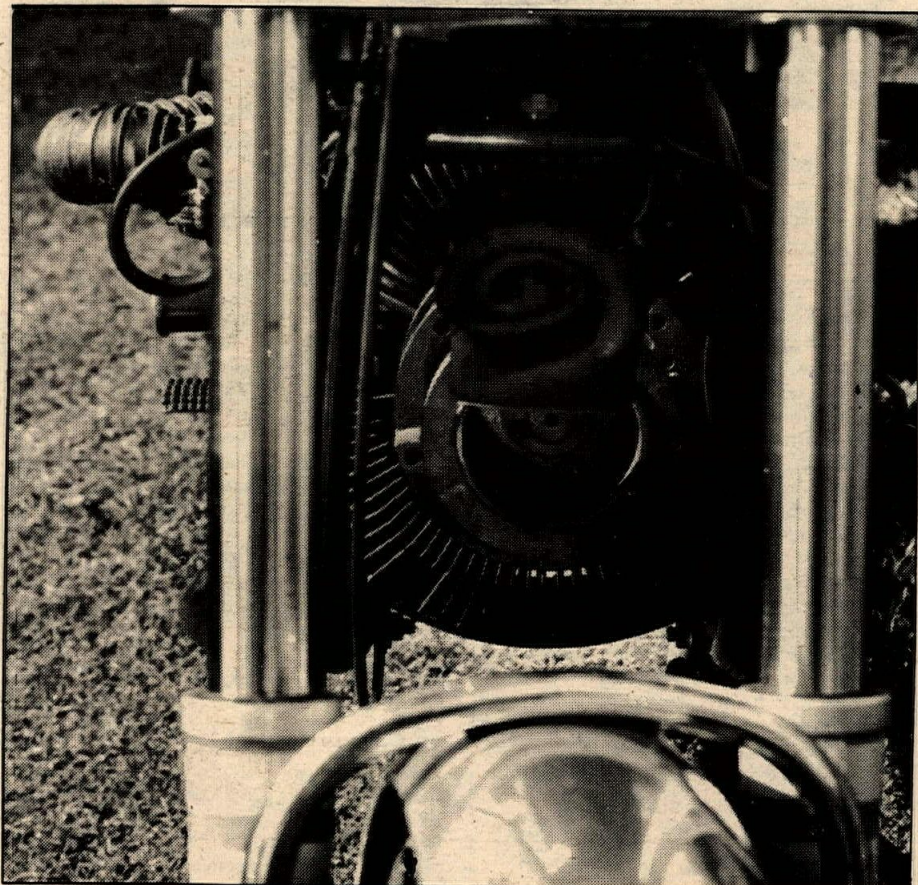


Custom airfilter feeds baby Tillotson pumper through a flex-hose.



The stark simplicity of the BMW R69 frame really shows on the Roto.

The Wankel is a little narrower than a stock BMW.



The Sachs-BMW-Wankel: Pauli's Roto-Rider

By John Ulrich
Photos by Art Friedman & Ulrich

An American assembled Wankel Sachs/BMW is here, but don't rush right out, sell your Yamaha, and line up at your local Pauli dealer. The backyard engineer/builder, Dave Pauli, has not as of this date been offered a position in the BMW R&D Department, but when he tools down the street, he doesn't see a carbon copy of his bike at every intersection.

How the "Roto Wonder" idea first came to be implanted in the creator's subconscious, to one day leap into his consciousness, is unclear. But after investing about \$180 in his BMW R-69 he has something very different from the run of the mill boulevard blaster.

The bike is undeniably 1) unique, 2) innovative, 3) customized to fit the owner's own personal taste, 4) home built, and 5) unfinished. You see, certain minor details remain to be worked out, such as the elimination of vibration so bad it makes your bones hurt. Dave is confident that a complete balancing job will cure the problem, which would not have ever occurred if the stock Sachs balancer had fit in the unmodified '69 BMW frame.

Riding the Roto is an educational experience of the once-in-a-lifetime category. Yeah, boy, it sure is different from the Honda 500 you ride to work every morning. First you kind of step on the starter pedal quickly, and the deep-throated lawnmower sounding one-rotor burbles to life. Then you almost amputate your leg on the license plate bracket, snick it into gear, and motor off onto the highway. The first thing you notice is that you can almost see the speedometer if you're seven feet tall, and that the handlebars do not

afford enough leverage for maintaining control easily. But then, that's not too uncommon on customs.

Handling is unusually mishandled...the BMW frame geometry was designed with a certain engine weight distribution, and the Sachs Wankel just doesn't have the same weight, much less in the same places, as the BMW motor did. Wobble around a turn, gas it in the middle, and the typical BMW torque reaction rears its twisty head. The whole handling situation reminds us that we don't especially like customs. It is all a matter of taste...some people don't like Electra Glides, either.

One nice thing, though; the stock BMW brakes were retained, and work well enough. Additionally, the bike incorporates such startling safety innovations as areas of luminosity on the front forks and rear fender.

Knowing that you can stop, and maybe even be seen by the 87 year old senile Saab driver about to make a left in your path, you wick it up a little, and hit second, then third. Somehow, it feels a little funny when you shut off for the shift. Pondering this, you roll off the throttle, and Holy Cement Mixer! It's gonna blow up! What am I gonna tell Dave? Oh, no, I don't want to have to buy this stupid thing! I hope the shrapnel doesn't kill me! Maybe I better bail out! Then, as quickly as a famous California earthquake, it has come and gone. It really needs the balance job. *for sure!*

With a set of what we like to think of as "proper" bars, a rubber mounted, or balanced, engine, a conventional seat, and heavier fork oil, the Roto Wonder might be a machine every mother would love. Even as it is, Dave's bike is the most significantly different home brew we've ever seen.

(Continued from page 12)
experience), if entrances to trails are blocked off, the spectators will simply find a way around. Somehow they will get to the course. The result will be that riders will be on the course, on private property, and on unauthorized trails in the State Forest to the obvious disadvantage of all the carefully built relationships that the trail rider organization has established over the years. Bob has suggested that spectator routes for trail riders be worked out that will be interesting and will not get the riders into trouble. It's good sense, it's good psychology, and it's been ignored.

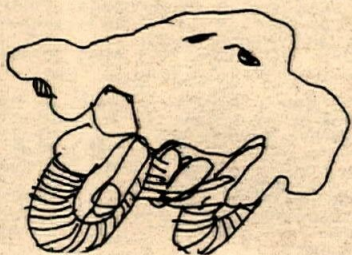
(3.) In the European ISDT's the roads are closed and the contestants can go as fast as they like. Here that's not possible. The roads will be open and any little old lady with a six-year-old Oldsmobile can bumble along on them. Bob says a serious effort to educate the foreign riders to the traffic laws and the consequences of not obeying them should be made. Again his suggestion is being ignored. The contestants will be told the rules and there will probably be a speed trap somewhere along the course. Frankly, I don't even want to think about the consequences of some New England cop trying to stop a non-English-speaking Trophy team rider on a 90 MPH MZ. Wars have started in less volatile surroundings. A woman spectator was killed in an enduro last week under just these conditions.

Bob Hicks has done quite a little shouting about these items. He points out that the AMA and ISDT will be there for a week but he's got to live there (and try to explain their actions) for the rest of his life. It's a damn good point. There is no reason why motorcyclists who live in New England should have anything but pride in the fact that America's first ISDT was held in their part of the country. But the way it's going, that might not be the case.

Because of the noise Bob has made about these items, some of the environmental groups have become aware of the problems and have started doing a bit of obstructing on their own. They have so far forced the generation of some sort of environmental impact statement. There has been no serious talk — so far — of an injunction or any such action, and Bob says, "I expect they'll muddle through in the time-honored tradition of the AMA." He isn't and hasn't tried to stop the ISDT, but he does wish they would evidence a little more concern for his home territory.

While we're on the subject of rumors, let's squelch one before it gets started. John Penton resigned from the Executive Committee of the AMA last week. All things considered, it might be reasonable to think that he was displeased over the preparations for the ISDT, but this is *not* the case. He is unhappy with the AMA but not over the ISDT. The timing was just coincidence, says John. His real reason for resigning? "No comment," says John. But when you mention the name of Cycle News' publisher Sharon Clayton, there's a distant sizzling noise in the background.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or C & S Publishing Co. Qualified readers wishing free and equal rebuttal space should contact the Managing Editor.



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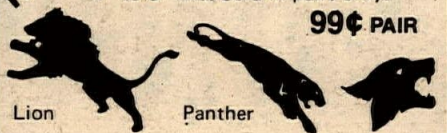
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LAS VEGAS, NEV., JULY 28

Night life in Vegas has been known for its bright lights, superb food, girls, booze, the never-ending game of chance on the card tables, and the sound of dice crashing against the end of the table. Now there's a new sound added to the night life of Vegas, and a new game of chance; it's called Motocross.

John VanHoove, a member of the Las Vegas Motocross Club, was down at the shop a couple of weeks ago and asked me if I would come up for their opening race. Plans were made, and Saturday morning with the trucks loaded, we left Los Angeles at 4:00 in the morning on our way to Vegas to see what it offered.

Our first stop at Vegas was to check out the race track and shake down the bikes. The motocross track is located at Craig Road Speedway and is owned by Bob VonNorman. Bob built Craig Road Speedway for race cars and races cars himself. With plenty of room at the back of the car track Bob built a motocross track. Night racing has come to Vegas.

Promoting of the race and building the track has been handled by Bobby Williams. He's a part-time truck driver and has been promoting motocross and TT in Vegas for the last two years. I smiled to myself. Bob was buzzing around there at about 90 miles an hour, and that isn't easy in the noon Vegas heat.

The track was laid out with a bulldozer; it wound around through the brush and trees, the water truck was pouring thousands of gallons of water on it, trying to get some moisture down the track surface, so the Vegas dirt wouldn't turn into powder. The lights for the track had been lost, and new ones had just come in. The workman was hanging them while we were there and hoping that he had them in the right place.

We left our bikes at the race track and went into town to get a bite to eat and wait for race time. Race time was supposed to be at 8:00 with practice at 7:00. We arrived back at the track at 7:00 and the place already had trucks waiting in line. At 8:00, when the race was to start, there were still entries coming in.

The finish count was 240 entries and 1,900 spectators for the night. This was the largest turnout they had ever had for a motocross. The two small spectator stands were filled to the brim, and people lined the fence and the grounds everywhere. It was very apparent that they weren't ready for this many entries or spectators. More grandstands will be built by next race time for the spectators' comfort.

Nine o'clock came and the first moto got under way. About half of the track was lighted, and the rest was dark, and I really mean dark. You couldn't see anything in some places. Funny thing, I didn't hear any where near the amount of complaining that I expected. I've

been to some of our own tracks here on opening night, with much better lighting, and I heard many more complaints. Just maybe the Vegas riders showed a little more sportsmanship than our SoCal riders do.

The first moto was the mini beginners. These little tykes always turn me on. A battle royal was between Karen Harris (Yam), Casey McNell (Yam), and Ronnie Giger (Hon).

The Mini Novices were next, and it looked like the American Honda racing team in force, with the three top riders, Mark Byers, Mike McCarty and Arthur DeLeon all riding Hondas. Jimmy Kauger and his Honda showed the boys the way home in the Mini Amateur class. The Mini Expert class was a run away for Kevin Davis and his Indian. Watch out California. He's held the Number One plate on his bike for two years, and he didn't do it by luck. This boy knows how to ride. There were so many 100cc Novice entries that I couldn't keep them straight, but Roger Wells came out on top with his Kawasaki.

Next moto on the line were 175 Experts front row, and 125 Amateurs second row. Vegas eyes were on this race, wondering if the home town riders could handle the three riders from California. At the drop of the starter's flag it was a mad rush to the first turn, with David Camp from California (DKW) charging into the lead and opening a big lead. Teammate Steve McFarland, after a bad start, charged through traffic to soon take over second spot on his Rickman. Steve Maxwell from California, also on a Rickman was first Amateur.

250cc Novice class, in two divisions, went to Bultaco riders Jerry Orescher and Ted Flynn.

The 250cc Expert/Amateur saw Jack Johnson, a Husky factory sponsored rider, riding with a head light (using his head wasn't he?), show the boys the way home. Jack held the Number One plate and got a second place for Husky this year in the Mint 400.

John VanHoove is like John Rice here. He loves racing, and a race just wouldn't be right without him there. John's old Bul didn't sound too cool after the last moto, but like old Buls are, it just hung in there and finished. But John, you are going to have to tinker on it a little before the next race, to keep those over-40 wins.

The riders were kept well in hand by the starter whose name is Sarge. He is about 280 pounds worth and bigger than two 400 Huskys and one 501 Maico thrown into one. He wasn't always right but he sure was the boss. What matters is that he did a very good job of keeping things running on time. The reason they call him Sarge is because he's been stationed at Nellis Air Force Base for the past 26 years as chief medic. My hat is off to him for a job well done.

The second round was just about a repeat of the first, and at the finish of the 500cc class racing was shut off for the night. It was 2:30 in the morning and the promoters figured the sun would catch them if they ran a third moto. Now Vegas has more to offer than just bright lights and crap tables. It's called night motocross.

RESULTS

MINI BEG: 1. Karen Harris (Yam). 2. Casey McNeill (Yam). 3. Ronnie Giger (Hon).
MINI NOV: 1. Mark Byers (Hon). 2. Mike McCarty (Hon). 3. Arthur DeLeon (Hon).
MINI AM: 1. Jimmy Kruger (Hon). 2. Marv Chapman (Yam). 3. Robin Harris (Yam).
MINI EX: 1. Kevin Davis (Ind). 2. Lenny Giger (Hon).
100cc NOV: 1. Roger Wells (Kaw). 2. Kenny Bryon (Hod). 3. Phil Hiser (Yam).
100cc AM: 1. Marty Bolzendahl (Yam). 2. Don Hall (Yam). 3. Mark Causey (Pen).
100cc EX: 1. Billy McDaniel (Yam). 2. Scott Cannon (Ric). 3. Randy Cannon (Hod).
125cc NOV DIV 1: 1. Mike Hooper (Hon). 2. Laird Whipple (DKW).
125cc NOV DIV 2: 1. Mike Jones (Yam). 2. Charlie Brown (Yam). 3. Bobby D'Amora (Bul).
125 AM: 1. Jerry McKinley (Suz). 2. George Groff (Hus). 3. Steve Maxwell (Ric).
125 EX: 1. Steve McFarland (Ric). 2. Robert Tooley (Yam). 3. David Camp (DKW).
250cc NOV DIV 1: 1. Jerry Drescher (Bul). 2. Warren McCormick (Hus). 3. Lynn Hawkins (Hon).
250cc NOV DIV 2: 1. Ted Flynn (Bul). 2. Mitchell Hart (Yam). 3. Bill Biernacki (Yam).
250cc AM: 1. Mark Peterson (Yam). 2. Dick Bunty (Yam). 3. Tim Burke (Bul).
500cc EX: 1. Norman Kauke (Yam). 2. Tom Jonnazzo (Hon). 3. Jack Johnson (Hus).
500cc NOV: 1. Mackie Whitney (Hus). 2. Mike Mayse (Suz). 3. Kent Farmer (Kaw).
500cc AM: 1. Don Hartle (Suz). 2. Dennis Kelley (Suz). 3. Leon Chapman (Bul).
500cc EX: 1. Rick Miller (Mai). 2. Jim Keaton (Hus). 3. Chuck Rush (Hus).
OVER 40: 1. John VanHoove (Bul). 2. Jack Winebarger (Suz). 3. Richard Oashley (CZ). ●

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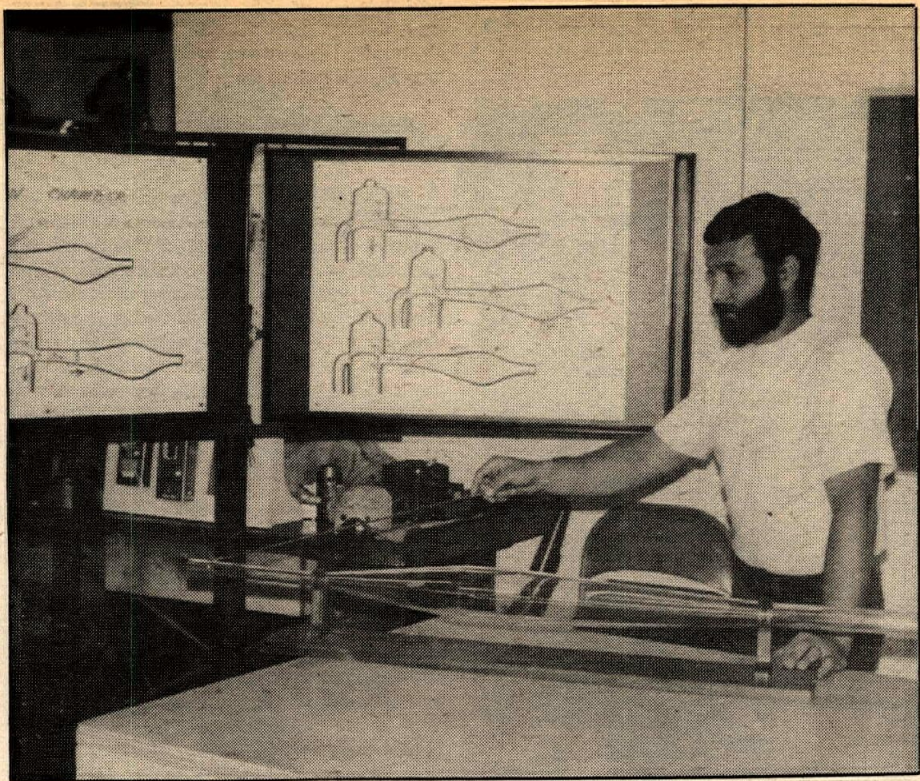
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The instructor demonstrates the principles of expansion chamber design by using a clear mock-up.

The Burak Tuning School

By Bill Elam
Photos by John Collin

Stock or modified, there are no simple answers to the tuning problem. But there is an organized approach that insures proper

results, and it's taught at the Burak Tuning School.

The school is actually a sideline of Burak Bye Products, 15170 Raymer Street, Van Nuys, California 91405. Jerry Burak and Doug Mayes opened the school about a year ago to fill the need to teach trail riders, street riders, competition riders and even mechanics the principles of tuning two and four-cycle engines. They are well prepared to do so.

Jerry Burak has secondary teaching credentials, and it's obvious when he approaches the blackboard. The instruction is skillful, complete and responsive to student questions. He also throws a mean piece of chalk!

The instruction is aided by wooden mockups of a two-cycle engine, an ignition system and a carburetor. They were designed and built by Doug Mayes. The components of each mockup are color-coded to assist identification, and are movable to simulate engine operation and tuning adjustments. The ignition mockup can be assembled to show different types of ignition systems. Cut-away production engines and illustrated flip-charts are also used as training aids.

The theories of ignition, carburetion, port design and exhaust systems are explained in relation to two and four-cycle operation. The student participates in the application of theory towards tuning and modifying his own engine.

The classes are divided into five three-hour sessions on Saturday mornings, making attendance convenient for working riders. The classes are limited to 20 students, so ample time is available for questions and individual attention.

The individual attention does not end after the course. Whatever your goal may be, building a down-pipe, learning to tune your own machine, or a career in the motorcycle industry, Doug and Jerry will help you get it together.

The training, a handout with tuning procedures and theory notes, and Carl

Shipman's "Tuning For Performance" book are all yours for \$45. And Jerry helps you tune your own bike (he likes to do wheelies in the parking lot.)

The Burak Tuning School presents more than two-cycle and four-cycle theory and a set of tuning procedures. It provides an organized and logical approach to the tuning problem. The student is capable of making adjustments, understanding what they do and why, and determining when they are required. He is aware of the interaction of tuning variables and the value of record keeping.

The Burak Tuning School also clears up several misconceptions. Most riders, interested in performance, are misled by the mechanical simplicity of the two-stroke engine. It makes the simple answers seem natural and right...like more cubic inches and bigger carburetors. The hot tip is another simple answer, made popular by the ready supply of free advice and the belief that the engineer at the factory is a blockhead.

"Put haste in your Hastevarna, kid. Raise the exhaust port," says the fast guy at the campfire.

The partsman claims, "Your mid-range response won't get it, son. Cut the spray tube."

The facts are clearly presented at the Burak Tuning School. All machines are compromised by the demands of mass production manufacturing and broad usage. Modifications should be directed toward specific applications. They require in-depth understanding, and are never a substitute for proper tuning.

No, tuning and porting are not dark secrets known only to the Porting Gods and other mystics in the industry. They are important tools for the performance-minded riders of a stock or modified machine. And knowledge is what the Burak Tuning School provides, not a handful of hot tips. Knowledge and a broader perspective of two and four-stroke machines and their relationship to the tuner.

PUT YOUR HEAD WHERE YOUR HEAD IS.

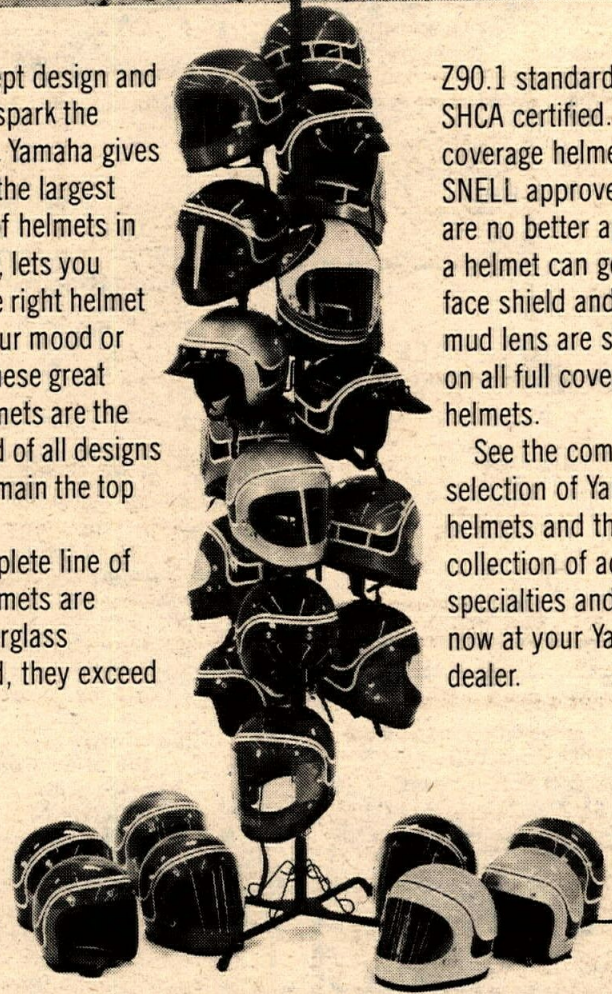


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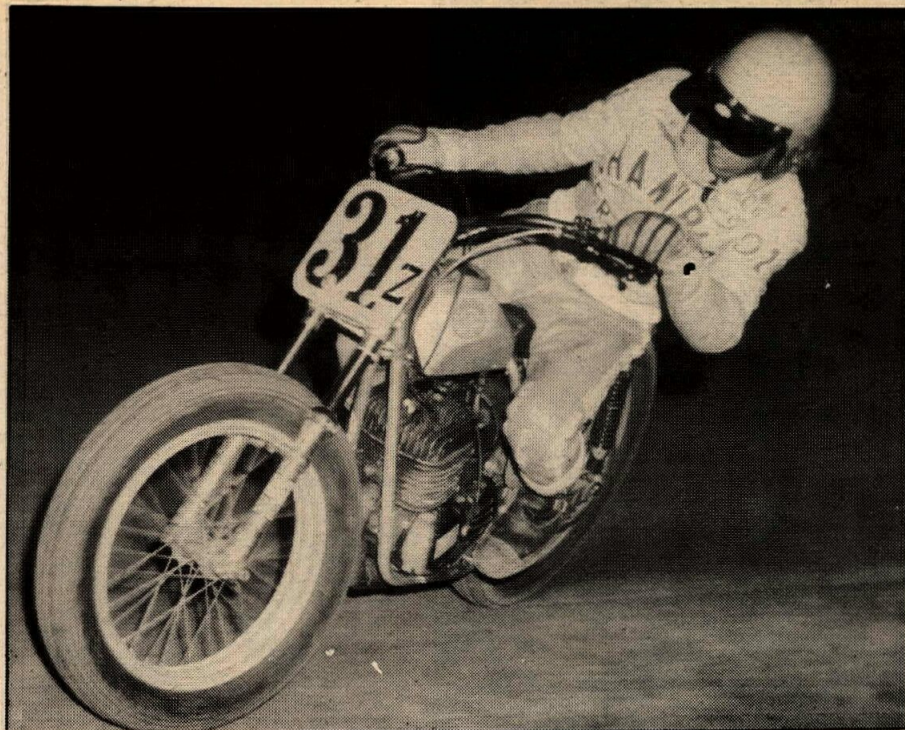
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Cycle News North



Rick Hocking won his heat, semi, the trophy dash and the main in Santa Rosa.

Pro Short Track at Chris Beck Arena

by James Brammer

SANTA ROSA, CAL., JULY 25

Two nights a year, professional riders get to race at the Chris Beck Arena as part of the Sonoma County Fair attractions in Santa Rosa. It is a John Soares and Bob Barkhimer Associates promotion with Rick Hocking and John Gennai the chief winners. Gennai took the Tuesday night opening race and Hocking won the Wednesday night event of the second Fair week.

It's not easy to win with hot shot Novice riders fresh from the sportsman ranks entering professional racing on tracks more familiar to them than to the full time pros.

On the final night, Novice Jeff Davidson led winner Rick Hocking for one lap after passing him to lead heat two, but Hocking overhauled him on the following lap. Dennis Robinson led Hocking off the starting line in a semi-final again won by Hocking.

Local Novice favorite, Larry Drew pleased the crowd in winning the second semi-final from Junior road racer, Billy Labrie of St. Petersburg, Florida. Labrie had won his heat race and later led the trophy dash won by Hocking.

Labrie was leading most of the semi with Gennai coming from behind to pass Jerry Kole for third. Drew kept trying on each lap to force room on the inside line by Labrie for his front wheel coming out of the corners. With each lap getting faster and Drew far more aggressive than his norm, he finally passed and led with Gennai still busy with Jerry Kole.

Douglas Rowell from Brunswick, Georgia, led a consolation race all the way until the last lap when winner John Gugliemetti shot by from the pack to win. Gugliemetti's throttle cable had come off in his heat while he was leading so he went to the back row, outside position in the consolation race from where he passed nine riders to win.

Hocking was away in a hurry in the Main with Jeff Davidson and Mike Renslow racing for second spot. Renslow broke away with Davidson left to scrap with his competitors of the sportsman circuit. Larry Drew finished fourth, behind Davidson, but again defeating Billy Labrie.

D-38 TT Scrambles

By Jim Roberts

DEHESA, CAL., JULY 22

In the 100 Novices at Dehesa Raceway Mike Pennoyer (Kaw)

took a second and two firsts for his win. Second was Mark Little (Suz) and Jeff Allison (Yam) third.

Curt Hoefling (Yam) looked like he would again run away with all three motos in 125 Novice. He won the first two but could only manage a third in the last one — still winning the class. Second was Steve Schillings (Yam) up from 100 Novice.

Branden Carl (Yam) started on the second line in the first moto yet still won all three for the class honors in 125 Amateur. Al Glover (Yam) took second with Tim Melancon (Yam) third.

In the 125 Expert Bobby Huffman (Yam) had two firsts and a third for his win. Floyd Petton (Yam) had second and Geoff Dawson (Suz) third.

250 Novices ran two Heats and a Semi to narrow the field to nine riders in the Main. Mike Stahl (Oss) won his Heat and the Main event. A. J. Spence (Kaw) hung on for second, after going down hard in the sweeper.

250 Amateur & Expert combined saw a restart in the first moto with only four riders making it through the first turn. In that one, Tim Melancon went to the hospital with a possible knee injury. First place went to Amateur Al Glover (Yam) with Tom Stahl (Oss) second.

Novice 500-Open had Frank Ballinger (Mai) repeating his first place finish over a good field of riders. Second went to Kerry Standifer (BSA).

Amateur & Expert 500-Open saw another repeat of last race as Billy McElyea (Yam) won all three motos. Up for second was Steve Gall (Suz) and third was Doug Gassaway (Yam), who we hadn't seen in quite some time.

The kid's race saw Mike Huffman (Kaw) and Jimmy Roberts (Ind) tied on points after two motos. Huffman took it when Roberts got off about 50 feet from the checkered flag. Second for the day was Wes Hardesty (Yam) and third went to Roberts.

The special event was an eight lap team race. Each class winner chose a partner and changed riders on every lap. Eventual winners were Billy McElyea and Tom Worfolk.

Four Day Short Track

By Bill Spencer

Northern California opened up the month of August with four Amateur Short Tracks and set the pace for what appears to be the new hot set up. What with the regular Wednesday night J O series at Fremont, Saturday night at the Pioneer arena in Oakdale, the two special runs at the Town and Country Fair in Napa and the

annual benefit at the Antioch Fair, it was a big week for Short Track.

FREMONT, CAL., AUG. 1

Rick Hocking returned to the super fast quarter-mile oval at Fremont once again and mopped up the 360 Expert Main, this time from the third row. Hocking has something going at this track that nobody else has, and when the Pro Short Track takes over on August 18, Hocking's intentions are to go out and beat any of the four-wheel records that are still standing.

The run for the overall high point win and a free set of leathers from Jim Odom is still being contested by Kirk Tardiff and Scott Pearson, as Tardiff came up with a second place finish in the 250 Expert Main, behind Steve Eklund, to keep his point spread doing just that, spreading. Both took second place points home, but the 250 was worth more trophies and so the spread is now six instead of five. All that, and there are still four races to go. Eklund sits in a tie for fourth with Hocking and young Steve Carrillo of the 100cc class. Watch out for that kid.

Mini-bike competition remains about the same, with both parents and spectators staring dumb-founded at the equipment and the speeds that the little guys turn. Ricky Baptista still dominates the little bike class, as Mickey Krusemann does in the Novice middleweight and Mike Fruzen the Expert, over the 70cc combined Juniors and Experts, while Randy Mamola is just nearly unbelievable on his 100cc Steens Hodaka.

NAPA, CAL., AUG. 2

Part of every summer of racing is handled amongst the fairs that tour around the countryside and this annual tour through the wine country is one of the better ones. The track is normally used for rodeos, speedway bikes and even some destruction derbys but never before for Short Trackers, and it was quite a sight to see many of the riders at work sweeping the track before the program got under way. It is gratifying to know that the people involved with the sport will gladly lend a hand to get the show on the road.

This little event was designed to be just that, a little event. But by the time sign-ups rolled around over 150 riders had signed in, and it was to be a full night of fast and slippery action. All to the enjoyment of the near-packed grandstand.

Jeff Davidson and his Number One plate showed up all the way from Modesto, and put on quite a demonstration of just how to ride little Short Tracks. The style is close to what has to be done on the indoor, and Jeff will be tough in that department this year.

Marty Smith had a good Short Track week.





Ben Zakarian (13u) aced the Minis at Oakdale.

At the end of the 10 lap Main Davidson's Bultaco was the winner, but only after some very close racing with Dennis Robinson. Robinson showed up to race with no rear brake and was sent home to fix same or not ride. The time element was close but he got the necessary stuff and help to get it done.

Robinson led the Main easily and Jeff had to work to get through traffic and then sit on Robinson's tail and wait. The strategy is to make the other guy nervous enough to make a mistake — about all you can do on such a short facility.

As starter Kent Johnson threw the white, Davidson made his move, diving inside on Robinson and getting a wheel underneath the opposing Yamaha. From there it took just a little persuasion to get on by and take the win. All that would have been enough action, but exiting the last turn Robinson got into a terrific slide and nearly came back across the inside of the track, taking out the starter and losing second to Fenn Pervier, who was right on his rear wheel all the way. Robinson saved it, and the starter was all smiles in the trophy box, as the fair queen handed Davidson the winning brass and topped it off with a big kiss.

Chico's Lowell Moural came the long distance and easily took the 250 Expert over Rick Delacy, who just made the Expert transfer. Moural is definitely one of the best on the little Short Tracks and proves it at every outing, like at Chico. One rider he should watch for from up there is Brad Bruns who has no fear of sliding his 100 Suzuki through the turns. Bruns won easily over Greg Miles, and the Sacramento racer is headed for the big times.

OAKDALE, CAL., AUG. 4

It was the Davidson family once again dominating the action over in the California Central Valley, with Jeff Davidson's little brother Ted winning the 250 Expert Main and the other little brother, Mitch, winning the 125 Junior Main to remain in the lead for the overall high point race. Jeff didn't fair too well tonight and finished fourth after chasing young Ted around in the heat. Last week the two only chased each other for two laps, as Jeff knocked little brother off, but this week Ted was long gone after passing Carl Yerby on the third lap.

Enough 360 Novices showed up to make a class and then the two-strokes were blown off by two four-stroke 350 Hondas. Phil Vitale continued his winning ways on the ancient age Glen Hall motor, while Bob Holloway wound his 350 twin to the second.

Steve Hall surprised a lot of souls tonight with a wire to wire win in the 175 Novice Main aboard a stock Kawasaki, even had all the paint and seat stuff. Steven is better noted for his 650 runs but showed the troops what it was all about for this lightweight.

Running second in the overall high point series was Alan McGehee. He was

just two points behind point leader Mitch Davidson and was sitting pretty in second spot in the 125 Novice Main, when he bailed in the last turn. While there are still some six events left, Roger Harrill, Mark Schmeck and Billy Rose aren't going to hand any points or trophies away to the say-hey-kid, Hey Alan.

ANTIOCH, CAL., AUG. 5

The annual Antioch Fair brings out the Wanderlust M.C. and its Annual Short Track at the fairgrounds. The best part of this type of activity is just being able to go, get practice, go down the midway, ride a few, pitch a few and look a whole lot. That is what makes this affair an annual success.

Jim Foley, the former National scrambles champ is the main attraction and surrounded by Mark Smith, Jerry Kole and many others, makes for the greatest racing around.

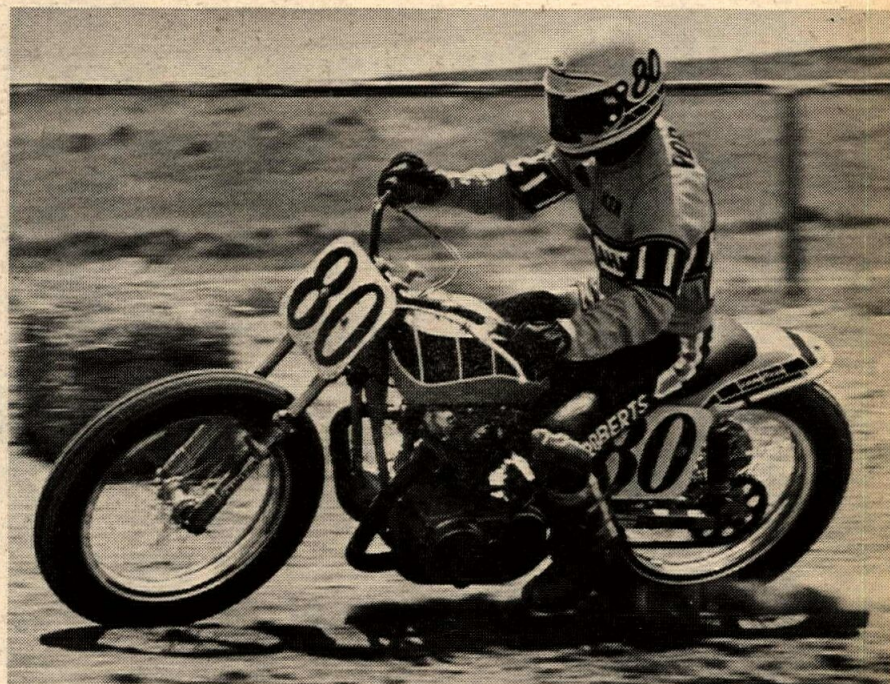
Kole won the 360 Expert Main after Foley had troubles getting off the line. Foley is still the best starter, but today wasn't his day for the Mains. He started the heat exceptionally well and won over Kole, with Robinson doing the other half of the heat. Robinson, as in Thursday night's run, led off the Main, with Kole working up to catch and then, at the end, putting on the pressure and pass in beautiful style around the outside of the first corner. It drew a lot of "oohs" and "aahs" and was very well done.

Mark Smith had absolutely no trouble winning the 260 Expert Main on the Elmer's Yamaha Special, tuned by Marty Lewis and company. Smith is well on his way to honors in both Scrambles and Short Track.

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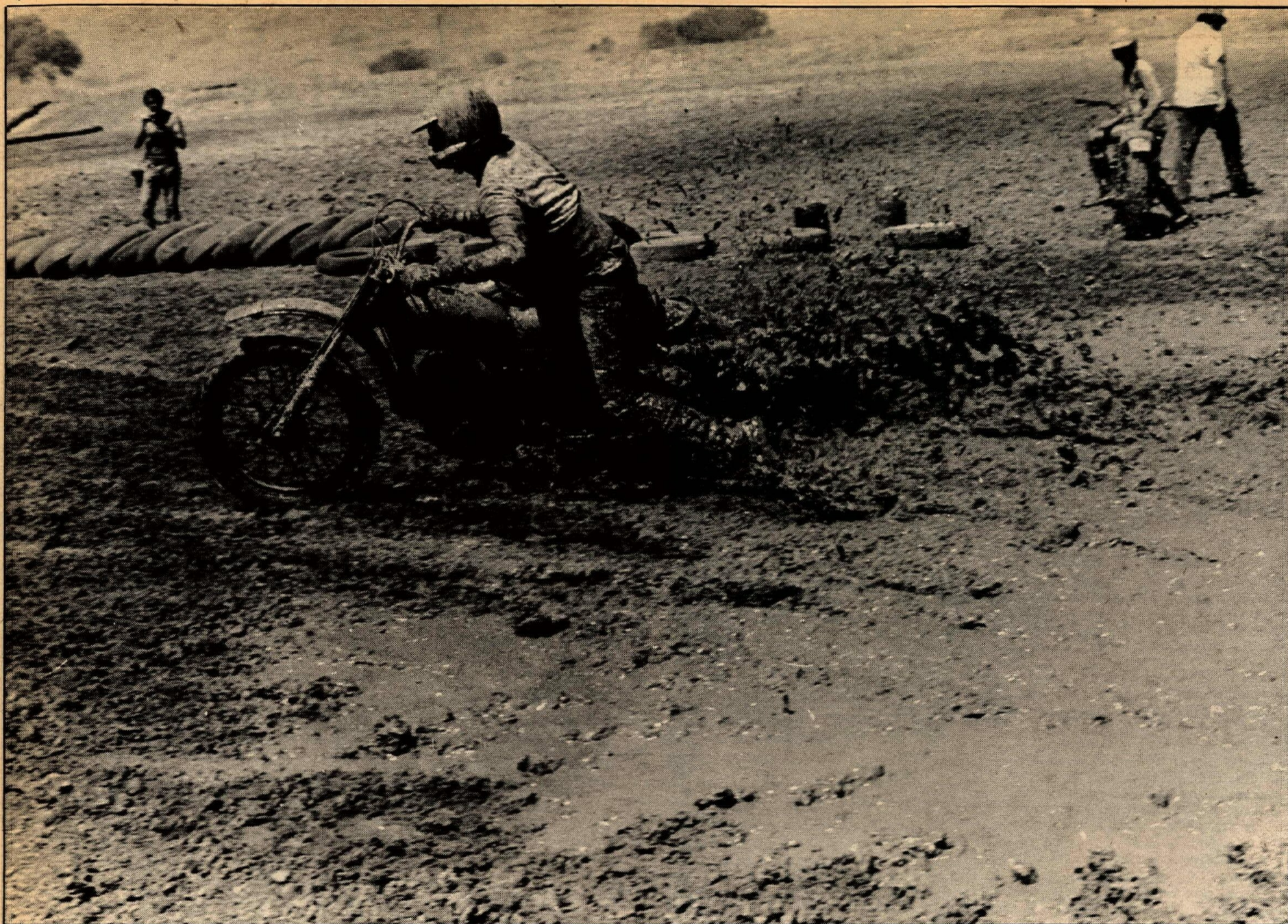




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Man came from the waters and there he shall someday return.

Marinated Marshmallow Marathon

By Scotty Schafer
Photos by Don Schafer

LIVERMORE, CAL., AUG. 12

Troy Durham garnered the top 125 spot at the Sand Hill Ranch GP Marathon today, motoring his Penton for thirty-three laps over the mud-and-dust-choked (right, mud and dust) course in the allotted two hour race time. Frank Bryan and Brian Marchrank dogged Durham's tracks in the early going, but were nearly a half-hour back at the finish. Teener Wayne Smith and pre-teener Mike Perdue bounced a 100 Yammie around the International-calibre course to snag a fifth behind the Dave King team. The five water crossing and knee-deep mud (or whatever that slick, gooey, slightly odorous black stuff is out behind cattle barns) sucked up more than one bike, although crashes were as safe as falling into a vat of marinated marshmallows.

The Sixty-niner team, headed by Ken Morgan, kept a steady pace on their super-quiet VR to unofficially earn the gold in the 250 class. Even with the arty hand-lettered track number plates and a pair of checkpoints, the mud made scoring tricky at best — it took four hours to figure the 125 results and the lame and maimed reporter boys made it back to LA without waiting for the official 250 and Open class winner postings.

The course was dynamite. It was predictable, and therefore easily memorized; relatively slow for a GP, being whoopdied and muddied; plenty wide for the fast riders to lap the slow ones (there were no Novice/Amateur/Expert classes), and easily accessible for spectating. It's also facing closure by the Board of Supervisors. Evidently those neighbors/politicos have never stood in

a creek bottom with their buckle boots slowly drowning, revving hell out of a 400 CZ whose sunken chamber is imitating a rapid-fire Bic Banana, with a crowd of spectators to heft the 200 kilo (lots of mud added) machines out of the hog wallow, only to have the PigPen kid go down 30 yards later as the serious-minded sadists watered down the track between the mudholes! It was surreal; it was like the coat-and-tie cocktail party that turned into a lemon-meringue and Wallbanger orgy. It was that good — and it may not happen again, as land closure can affect private property as well as public.

CMC Sunnyvale

By Steve Castillo
Photos By Bob Anderson

SUNNYVALE, CAL., AUG. 5

125 Seniors Eddie Brown and Mike Amaral were the main stars at CMC North's motocross production. Brown, on board one of the new Honda 125's, and Amaral, on his Suzuki, staged a fantastic second moto duel that had spectators to their feet throughout the moto.

It started with Pat Wilson in the lead, also on a new Honda. Wilson looked comfortable, but just behind him were Brown and Amaral waiting to make their moves. Before Wilson knew it, the pair were by him, and all he could do was try and catch up.

Brown had the lead, but Amaral wasn't about to let him get off so easy. Amaral started a series of charges that got him by Brown several times and each time Brown would again take over

the lead. This went on for several laps until Brown was able to add a few seconds to his lead over Amaral. Brown ended up the winner with Amaral second and Wilson third.

And all the way up from Madera came the Franklins. Now Sunnyvale is a long way from Madera, but the Franklins made the long trip anyway. Three out of the four Franklin brothers picked up either some money or some brass. The youngest brother Don, picked up third in the 100 Junior class on his well-worn Honda. In the 250 Senior class, brother Jim took second on his Husky to Ron Self aboard a Maico. Self completely demolished the 250 Senior class once again.

Jack Franklin did all his brothers in by winning the Open Senior class on his Husqvarna, second went to a guy who also travels a long way, Bryan Poulos

from Sacramento. Third went to Jeff Mullins riding a Kawasaki.

RESULTS

MINI: 1. Neal Snarr (Hon). 2. Chuck Foster (Hod). 3. Steve Vichirs (Hon).
100 JR: 1. Joe Paden (Hon). 2. Neal Snarr (Yam). 3. Don Franklin (Hon).
125 JR DIV I: 1. Milo Marsh (Suz). 2. Matt Stuart (Hus). 3. Kent Classen (Suz).
125 JR DIV II: 1. Ken Guilbert (Hus). 2. Robin McKinney (Hon). 3. Mike Sutter (Suz).
250 JR DIV I: 1. Phil Kemper (CZ). 2. Dave Archer (Hus). 3. Ric Ellis (CZ).
250 JR DIV II: 1. John Swan (Yam). 2. Scott Hickson (CZ). 3. Tom Quirk (CZ).
OPEN JR: 1. Charles Longmire (Suz). 2. Dennis Gorman (Mai). 3. Jim Sullinger (CZ).
125 INT: 1. Phil Bryson (Suz). 2. Bob Greffert (Hon). 3. Andy Croft (Hon).
250 INT: 1. Duane Joice (Yam). 2. Rudy Leon (CZ).
OPEN INT: 1. Charles Vollenweider (CZ). 2. Rick Timmosi (CZ).
125 SR: 1. Eddie Brown (Hon). 2. Mike Amaral (Suz). 3. Pat Wilson (Hon).
250 SR: 1. Ron Self (Mai). 2. Jim Franklin (Hus). 3. Duane Doran (Bul).
OPEN SR: 1. Jack Franklin (Hus). 2. Bryan Poulos (CZ). 3. Jeff Mullins (Kaw).

Jim Franklin came from Madera to be second 250 Senior at Sunnyvale.



Eddie Brown took the 125 Senior on his new Honda.



By Pennie Douth

GRAHAM, WASH., JULY 27

Randy Skiver took home all honors and made his win record seven straight Mains and Trophy Dashes as he won the Trophy Dash and Main events tonight. Dick Wascher finished second followed by Gary Brown in third.

Skiver won the Expert Main followed by Brown in second, George Leonard third and Dan Mangano fourth. Jim Einarsson, who was in fourth, fell down in the first turn and had trouble making up the lost time. Wascher and Roger Stanley tangled in the dogleg with both going down and neither finishing. Mike Stering finished fifth, Don Noble sixth, Einarsson seventh and Whitset eighth.

Charlie Brown who set fast time tonight, took the lead in the Main Event and kept opening up a wide margin over second place Bob Cooper. Going into the fourth lap, two riders went down and the race was halted. The race was re-started in a staggered start and Brown again took the lead and stretched out a wide margin. Going into the first turn, Cooper ran into problems and was out of the race. Brown just kept turning on the gas and stretched out his lead over second place Brad Tibbetts. Brown won by a wide margin with Tibbetts second, also far ahead of third place Claude Hislop.

Duane Hendrickson, riding a Honda for the first time this season, won the Novice heat and the Main and placed second in the Trophy Dash. Koler Kanistanaux, back in his fast form won the Trophy Dash, his heat and ran into trouble as he had the lead in the Main but went down and was unable to finish. Mike Boyes placed second in the Main followed by Jerry Walen.

Results:

NOV T.D.: 1. K. Kanistanaux (Hon); 2. D. Hendrickson (Hon); 3. M. Boyes (Yam); 4. T. Derringer (Yam).
NOV MAIN: 1. D. Hendrickson (Hon); 2. M. Boyes (Yam); 3. J. Walem (Yam); 4. J. Seldon (Yam); 5. D. Haagson (Bul); 6. M. Jagger; 7. D. Goroski (Yam); 8. D. Sukraw (Yam); 9. M. Pfeifer (Yam); 10. R. Robinson (Kaw).
JR MAIN: 1. C. Brown (Tri); 2. B. Tibbetts (Tri); 3. C. Hislop (Tri); 4. D. Edwards (Tri); 5. P. Seaborne (Tri); 6. D. Lein (Tri); 7. J. Mercier (BSA).
JR T.D.: 1. C. Brown (Tri); 2. B. Cooper (Tri); 3. C. Hislop (Tri); 4. B. Tibbetts (Tri).
EX T.D.: 1. R. Skiver (Tri); 2. D. Wascher (Tri); 3. G. Brown (Nor); 4. G. Leonard (Yam).
EX MAIN: 1. R. Skiver (Tri); 2. G. Brown (Nor); 3. G. Leonard (Yam); 4. D. Mangano (Yam); 5. M. Stering (Tri); 6. D. Noble (Tri); 7. J. Einarsson (H-D); 8. D. Whitset (Tri).
EX/JR EXHIBITION RACE: 1. B. Cooper (Tri); 2. C. Brown (Tri); 3. D. Wascher (Tri); 4. R. Skiver (Tri); 5. G. Brown (Nor); 6. B. Tibbetts (Tri).

LeBard & Selby Head CMIC

LOS ANGELES, CAL., JULY 25

Newly elected CMIC President Aub LeBard acknowledged that this year finds the California dealers with a better grip on their problems, but added that the association's work on land use, business legislation and the ecology is still cut out.

Following CMIC tradition of dividing the offices between dealers from both halves of the state, the President is from LeBard and Underwood of La Habra; the new Vice President is Roger Selby (Selby Motors) of Redwood City; Second V.P. is Johnnie Ross (Johnnie Ross MC) of Red Bluff; Treasurer is Dudley Perkins II (Dudley Perkins Co.) of San Francisco and John Motley (Yamaha of San Luis Obispo) is the Secretary.

Outgoing officers Ted Evans, Bill Krause, Steve Vickers, Marvin Lee, Sandy Greenblat, Gil Illescas, Ken Johnson, Joe Sarkees, Roger Selby and Malcolm Smith were awarded neat plaques of appreciation for their unpaid service.

In addition to the new officers, the new directors include Paul Lawrence (Honda of Redlands) and Bud Fuller (Beach Cycle Center) of Imperial Beach. Sarkees, Lee and Illescas also continue as directors representing their respective areas.

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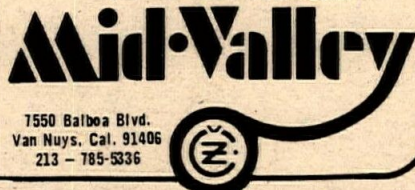


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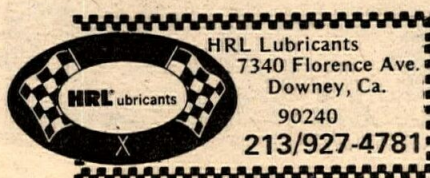
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Nixon wins Laguna Seca for

"How's it feel to ride a winner?"

"Great!" says Gary Nixon as he climbs off his bike, the winner of the Kawasaki Superbike International at Laguna Seca. Nixon and Cliff Carr, riding Kawasaki 750 H-2Rs, took 1-2 money from a field of the fastest, toughest, most competitive bikes and riders in the world — on a challenging road circuit. Kawasaki racers dominated the event from end to end.

Gary Nixon is very happy, because the Kawasaki 750 has changed his luck for the better. The Kawasaki Superbike International was Nixon's second AMA national win in a row (remember he won Loudon), and he's now third in points for the '73 title.

Cliff Carr in second place is happy out of his mind. He goes "Wheeeeeee!" and sprays champagne all over everybody. Bless his heart.

Is Kawasaki happy? Sure. But Team Kawasaki was not there just for the ego boost. They went to Laguna Seca (and Loudon, and anywhere else there's competition) to find out what a bike is really made of.

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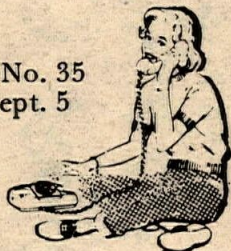
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Open Beginner winner, Allan Gillum, gets some moral and physical support.

LUCERNE VALLEY, CAL., AUG. 5

It was one of those weekends when everything needed for a good desert event just seemed to fall right in place. A rare summer rain had put the finishing touches on the desert, and a large field of riders showed up to make for a very competitive event DRA Hare and Hound.

The course was two loops of 25 miles each, offering a variety of riding that was enjoyed by all. The first loop was fast and wide, with an occasional hill or two to let the riders string out before tightening up close to the finish. The second loop was just the opposite, with a lot of small washes and tight trails winding up and down the hills in the Fry Mountain area. "Great course", "really a lot of fun" and "I've never seen a better marked course", were just a few of the comments passed along by the finishers. The starting line was a mixture of both D-37 boys and DRA guys. Bob Riley, current point leader with DRA, brought the troops around for both loops, with an unchallenged lead that he picked up before the first check.

The banner went up at 8:30 am and dropped sending the Novices, Amateurs and Experts out on loop one. Heading East in a relatively smooth start area, the course headed up a small up-grade to the bomb and around the left of a large black hill, about six miles out. At the hill it was Bill Saltzman in the lead on a 400 Husky, with Bob Riley also on a 400 running second and Greg Hawks really wringing his 125 DKW out to the max. Holding down third was Paul Greenwood (Hus). Mike McElfresh (Hus), John Fisher (Yam) and Jack Orndoff followed to the right or left of the trail looking for a dust free way to go.

Rounding the mountain and heading for the first check it was Riley in the lead, and Saltzman was out with mechanical problems. Riley started stretching it out, finishing the first loop with a smile ear to ear and a two minute lead. Second rider in was Mike McElfresh on a 450 Husky, with John Fisher not far behind on a 250 Yamaha. Jack Orndoff was holding down fourth, and "Uncle Gus Paull" was sliding around in fifth.

While the Novice, Amateur and Expert were running the first loop the Minis were given a treat by having the second loop all to themselves. (That must have been what I ran over on the second loop...Ed). Imagine the feeling: you're nine years old, making it along across the open desert, and the only other riders around are a bunch of little guys like yourself. Neat it was, with the exception of a group of non-entered riders who were out joy riding. This same group was stopped once today and told to say clear of the course, as the leaders were due any time, by DRA official Ron Burpo. Once out of sight the group evidently got back on the

course and proceeded backwards. (That must have been it...Ed) Allen Whitney was leading all the way around on a SL-70, when he was suddenly greeted by this group and was hit by one of them, bending up his Mini and costing him the win. At the finish Whitney pulled in a little beaten and shaken up and said, "Hey some guys with District plates crashed into me out there." Fortunately, Whitney was not seriously hurt, but going backwards on the course while a race is on is so dangerous that I can't say enough. I only hope that the view they were looking for was worth the chances they were taking. Anyway, not all was lost as Kevin Bailey pulled in and took first place honors in the Mini's race on a SL-70, followed by Allen Whitney on a XR-75, with Bob Bence in for a third on a SL-70.

The Beginners, who had a separate start, were finishing their first loop, with Allan Gillum on a 250 Honda Elsinore in the lead, followed by John Wilhoite (360 Yam) and John Steen (XL-250 Hon). Kirk Kandt (250 Yam) was running fourth. Chris Johnson on a 125 Monark was the only small bike running in the top 10.

The second loop was quite a bit different from the first one, sweeping out in a Northerly direction from the pits heading out into a variety of hills and short washes. This loop had seen alot more rain, as there were muddy sections and moist spots along the trail. It wound along through the washes and valleys, over a couple of hills, and grabbed a wash heading back towards the pits.

The cloud of dust approaching the finish was the leader, Bob Riley on a 400 Husky. Riley pulled in first overall for the second time in the last five races. His remarks about the race and course were all favorable, "had a great time, the only time I saw anyone back there was on the last of the second loop." Second overall and first 250 Expert was Mike Cummins. Cummins was really cookin on the second loop, as he moved up from sixth to second. Great ride Mike. Joining the winners circle and picking up his bottle of Champagne, was third place finisher John Fisher. Fish was first 250 Amateur aboard a Yamaha. Pulling in fourth was Jack Orndoff riding a 400 Husky, and picking up second place in the Open Expert class. Gus Paull was fifth and third Open Expert on a Yamaha. First Novice today was John Sands on a 500 Yam., second Novice was Dennis Klein aboard a 450 Husky, and Woody Schamel was first Open Amateur, riding a 400 Husky. That makes two firsts in a row for Woody.

Tim Ritter had a good ride today taking first 250 Novice ahead of Bob Taft. Ritter, on a Bultaco was able to stay ahead of Taft's Ossa, leading around for both loops. Glen Finley took first 175 Novice. Mike Delaney turned in a nice ride on his 125 Penton and picked up first place with Tracy Lyon (Yam) pulling in second.

In the 100 class it was Chuck Pettigrew who was battling with the big bikes, finishing thirteenth overall and picking up first 100 Expert on a Harley-Davidson. Mike Bednash, (100 Yam) took second place honors in the Expert class. In the 100 Novice class it was a battle for first place between Stan White (Hod) and Ray Mark, riding a do-it-yourself model combination of a early-Greeves out of the sixties and a Baja-Harley for a power plant. It was also a battle of the ages, as Stan is under 16 and Ray is into his 40's. The end result was that Ray Mark led the first loop and got off first for the second, but Stan hung in there and picked up the first place, with Ray Mark taking second.

In the 175 Novice class it was Mike Ekardt taking first on a Bultaco with Don Hudson (175 Yam) finishing second.

The Beginners are coming in hot and heavy now, with Allan Gillum still in the lead on his 250 Honda. Allan had it in the bag today and led the race all the way. Allen picks up a first overall in the Beginner race and his transfer to the Novice class for his efforts.

John Wilhoite (360 Yam) was pushing all the way but had to settle for a second. He still picked up first Open Beginner, though. Report is, John has one more ride as a Beginners, so be looking for John to be right in there at the next race. Following John Wilhoite was John Steen on a 250 Honda, placing third overall and second 250. Steen would be the one who might prevent Wilhoite from getting his first overall. Finishing up the Beginners were Mark Hillingsworth (360 Yam), Mike Martin (360 Yam) and Patrick McEvoy (450 Hus). Chris Johnson was first 125 Monark and ninth overall. Gary Hicken was first 175 on a Suzuki, and Mike Lewis took first 100 honors on a Hodaka.

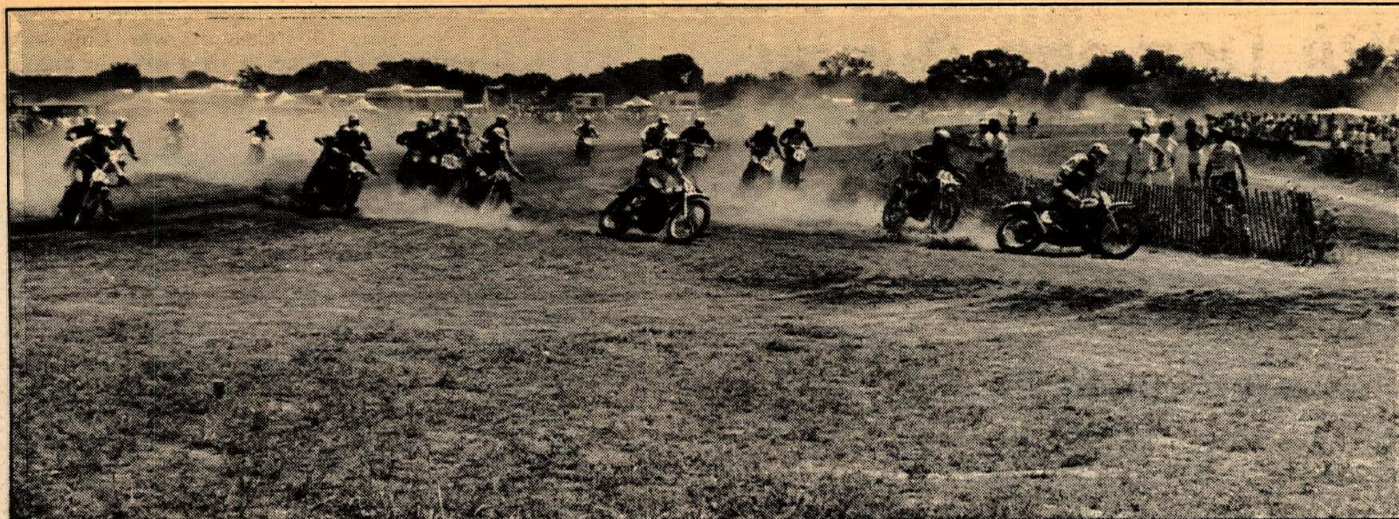
Leslie Klug was a happy girl today. She was delighted with the course saying, "The race was really neat. We had a lot of different types of riding today." Different types of riding must agree with Leslie, as she finished a very impressive 36th overall and taking first Powder Puff. Not to shabby. Could be that Leslie is trying to gather points to qualify for the Silver Cup Invitational, which is scheduled for September first.

Results:

OVERALL: 1. Bob Riley (Hus); 2. Mike Cummins (Yam); 3. John Fisher (Yam); 4. Jack Orndoff (Hus); 5. Gus Paull (Hus); 6. Mark Zoller (Yam); 7. John Sands (Yam); 8. Rick Jones (Bul); 9. Dennis Klein (Hus); 10. Jim Irby (Yam).
OPEN AM: 1. Woody Schamel (Hus); 2. George Hale (Yam).
250 NOV: 1. Tim Ritter (Bul); 2. Bob Taft (Oss).
175 NOV: 1. Glenn Finley (Pen); 2. Ben Delzado (Yam).
125 NOV: 1. Mike Delaney (Pen); 2. Tracy Lyon (Yam).
100 NOV: 1. Stan White (Hod); 2. Ray Mark.
175 EX: 1. Mike Eckardt (Bul); 2. Don Hudson (Yam).
125 EX: 1. H. Hanson (Yam); 2. Kelly Thomas (Pen).
100 EX: 1. Chuck Pettigrew (H-D); 2. Mike Bednash (Yam).
OVERALL BEG: 1. Allan Gillum (Hon); 2. John Wilhoite (Yam); 3. John Steen (Hon); 4. Mark Hollingsworth (Yam); 5. Mike Martin (Yam); 6. Patrick McEvoy (Hus); 7. Damon DiRuscio (Yam); 8. Jamie Avels (Yam); 9. Chris Johnson (Mon); 10. Kirk Kandt (Yam).
175 BEG: 1. Gary Hicken (Suz); 2. Gino Pudholm (Yam).
125 BEG: Jim Roberts (Suz).
100 BEG: 1. Mike Lewis (Hod); 2. Bill Perkins (Kaw).
POWDER PUFF: 1. Leslie Klug (Hon); 2. Mary Deaton (Yam).
MINIS: 1. Kevin Bailey (Hon); 2. Allen Whitney (Hon).

The end is at hand.





Mike Runyard leads Pierre and Gary Semics into the first corner.



Peter Lamppu came back to Kawasaki and got second OA in the 500.

Pierre Kash and Karry Texas National

By Richard Creed

WHITNEY, TEXAS, AUG. 12

The National motocross series may as well change its names to the Karsmakers Kash and Karry Benefit Fund. Pierre won again today despite the combined factors of one hundred degree heat, a dusty and challenging course, and the best efforts of Mike Runyard, and Gary Semics.

Husky mounted Mike Hartwig also proved that his wins in the InterAMA 500 Support class were not flukes as he won the second of two forty minute motos from an ailing Karsmakers. But Mike had been forced out of the first go round with a sand clogged carb. Gary Semics finished behind Karsmakers in the first moto and moved to within striking distance of second place Pierre in the final minutes of the second moto but was forced out with a locked front brake that caused him to crash. Semics crossed over at the checker for finish points.

Tim Hart made it a double win for Yamaha as he scored his first 250 National win. Hart fought his way through the front runners and rode steadily while those about him suffered from various maladies. The Honda team of Jones and Jones, who have split from the factory and now sponsor their own stock Elsinores, and Honda pto mounted Richard Eirstedt looked set for a three way coin toss for first. It wasn't to be, though, as DeWayne Jones fell in the first moto first turn. Gary Jones won the first moto with Hart, who passed Eirstedt in the final minutes, finishing second. The second moto was a disaster for the Honda team as Eirstedt went out with mechanical trouble, Gary crashed and lost too many places, and brother DeWayne retired with a clogged carb. Bob Grossi finished second to Hart in the second moto and the final scoring.

The 500 National

Karsmakers started the day off right by leading the first 500 moto from the start. James Cooke led the remainder of the field by a short distance, but Cooke faded when his expansion chamber broke away on the fourth lap and retired shortly thereafter. Pierre continued to lead in his crowd pleasing style while Gary Semics, Peter Lamppu, and Mike Hartwig started to forge to the front. Wyman Priddy, who had moved up to second with Cooke's retirement, suddenly found a Husky train coming down on him and was soon in fourth place. Hartwig passed Semics on the seventh lap and Billy Grossi slid his Kawasaki past Priddy on the next lap. Peter Lamppu moved by Priddy, who was obviously ill, on the next lap and challenged Grossi on lap nine. Mike Hartwig faded with a clogged carb while Lamppu and Grossi spent the rest of the moto playing tag. Wyman Priddy called on his reserves and put some distance between himself and a charging Steve Stackable on an AMP-CZ.

Pierre took the first round by some distance. Semics was second and Lamppu passed Grossi for third in the last ten minutes of the moto.

Following the first round, everyone kind of sat around staring at each other in exhaustion. The hundred degree temperature, spraying sand, and forty minute motos was too much and many riders complained of nausea. Some vomited openly.

Pierre didn't have it so easy in the second moto. Mike Runyard led the starting field with Karsmakers in second and Mike Hartwig in third. Runyard crashed though, and Pierre took over the lead but soon dropped back to second as his recently broken ribs began hurting him. Mike Hartwig, who had retired from the first moto and was not a threat for the overall win, passed Pierre about the time that his Husky teammate Gary Semics, decided to go for broke and catch Karsmakers. If Semics could take a second place ahead of Pierre he would score the overall win with two second places and a better placing in the final moto to break a tie. It wasn't to be as Semics soon found out when he grabbed for his front brake. Hartwig motored away with a half a lap lead over Pierre's Yamaha while Peter Lamppu, Steve Stackable, and Mike Runyard had a three-way match for third place. In the final minutes Runyard faded with problems and Lamppu pulled away from Stackable to finish third in the moto and second overall. Stackable turned his fourth place and a sixth place finish in the first moto into a third overall combination.

The 250 National

Gary Chaplin pushed his Maico to the front in the first moto during the opening stages, but was passed by the Hondas of Gary Jones and Richard Eirstedt before the mid-way mark. Tim Hart and Eirstedt tangled briefly in the final minutes and Hart moved past for second place.

Eirstedt led the first part of the second moto as Gary Jones crashed and Jim Weinert, who had retired with a broken chain in the first moto, cashed in his chips for the day with exhaustion. The moto settled down to a parade until just after the midway point when Tim Hart, shadowed by Bob Grossi on a Husky, found himself within a few seconds of Eirstedt. Hart and Grossi applied the pressure and passed Eirstedt who soon faded behind with mechanical trouble. Grossi and Hart see-sawed back and forth until Grossi lost his expansion chamber in the last few laps. Tim Hart motored away to the checker to make it a Yamaha sweep.

John DeSoto and Marty Tripes did not start as DeSoto's GP CZ went tummy up in practice and Tripes didn't feel strong enough to race following his recent bout with pneumonia.

RESULTS

500: 1. Pierre Karsmakers (Yam). 2. Peter Lamppu (Kaw). 3. Steve Stackable (CZ). 4. Billy Grossi (Kaw). 5. Anthony Destefano (CZ). 6. Wyman Priddy (Kaw). 7. Mike Runyard (Suz). 8. Gary Semics (Hus). 9. Robert Tuggle (Hus). 10. Gary Parker (Suz).
250: 1. Tim Hart (Yam). 2. Bob Grossi (Hus). 3. Gary Jones (Hon). 4. Kent Howerton. 5. Terry Clark (Hus). 6. Bruce Baron (Yam). 7. John Harrington (Pen). 8. Alward Baker (Kaw). 9. Mark Harmon (Hon). 10. Robert Esterline (Hus).

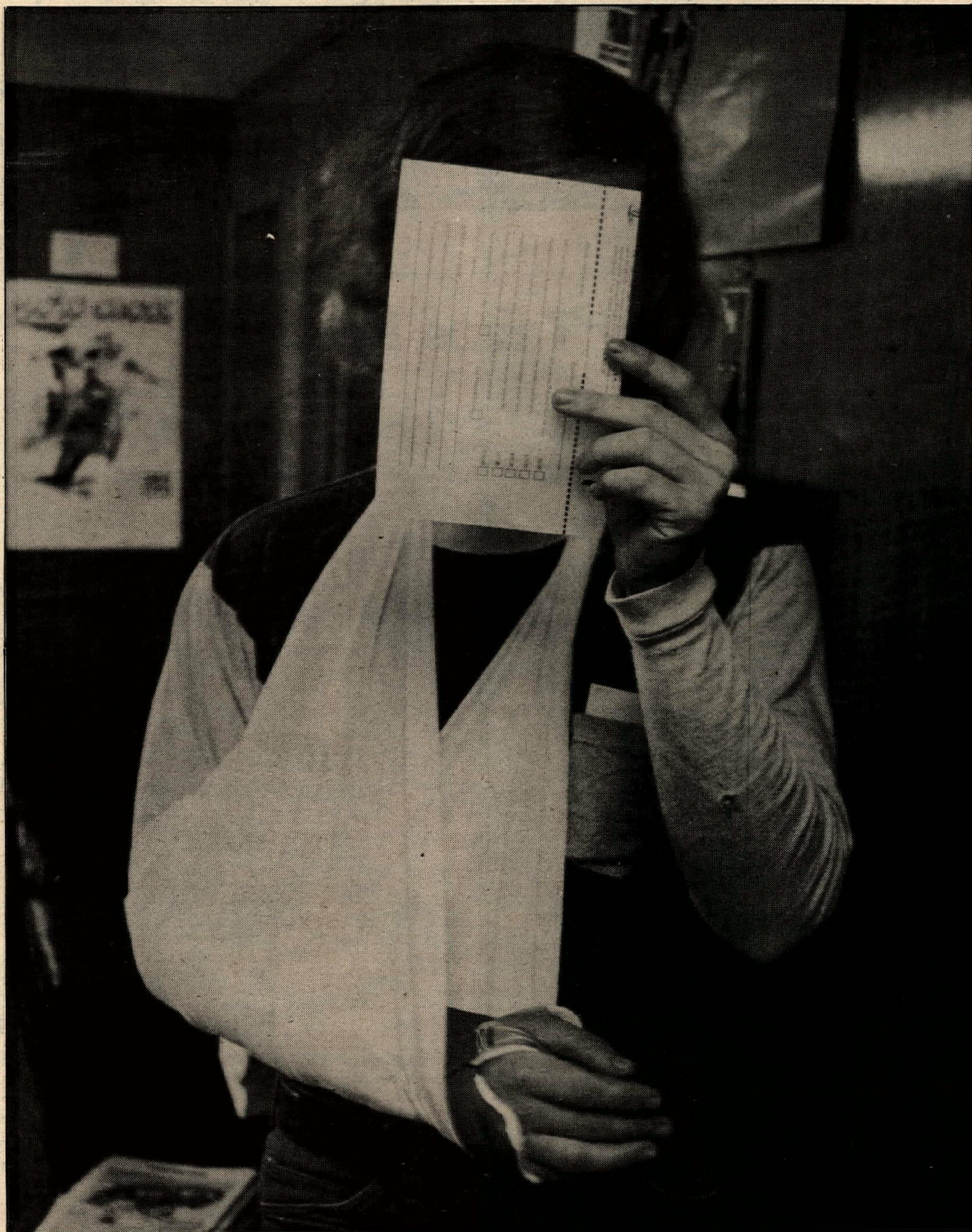


Pierre was plagued by his recently broken ribs but still managed a first and a second for the win.

Tim Hart closed in the weekend for Yamaha with a 250 win.



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Speedy Unini at AFM Ontario

By Art Friedman
Photos by Tod Rafferty

STINKING SMOGLAND, CAL., AUG. 12

Within the sphere of Southern California road racing there are a few superstars. Reg Pridmore is one of the most prominent, but

today he was beaten by a speeding Ed Unini during the AFM's Heavyweight production race at Ontario Motor Speedway.

It was Unini (Hon) who led the field into the banking at the start of the race. About midway through the field Pridmore (BMW) was cutting through traffic after a bad start. By the end of lap three he was in second and closing on the Honda. By the time he caught Unini (at about the halfway point) they had left the Ducati of "Cycle" magazine editor Cook Neilson and the Honda of Tom Casey far behind to contest third. Pridmore has a new BMW; it isn't as fast as the one that he was riding earlier in the year. In the infield, Pridmore would close up and pass in the last few turns to put a length or so on Unini as they came onto the long straight. Unini's Vanguard Honda would creep back into the lead on the straight. Pridmore only led one lap at the start/finish line. At one point, Unini said, he looked back and saw no one behind them. He was tempted to back off and take the easy second. But then he decided that he wouldn't have the chance again.

On the last lap, Unini said, he decided to try to hold Pridmore off until the last part of the infield. If he could do that he could use his extra motor to win. That's the way it happened. Give that man a trophy! A goodly ways back, the Neilson-Casey dice was decided in favor of Casey who used his extra motor to get by Neilson.

Unini also took fourth overall in the lightweight production race on his Honda 175 high-piper. That doesn't sound too impressive until you see how big Unini is. The lightweight production race was won overall Richard Barron on his Yamaha 250.

The 250 GP was won by Mike Clark (Yam) but not until after he had gotten some intense competition from Whitney Blakeslee on his Kawasaki Bighorn

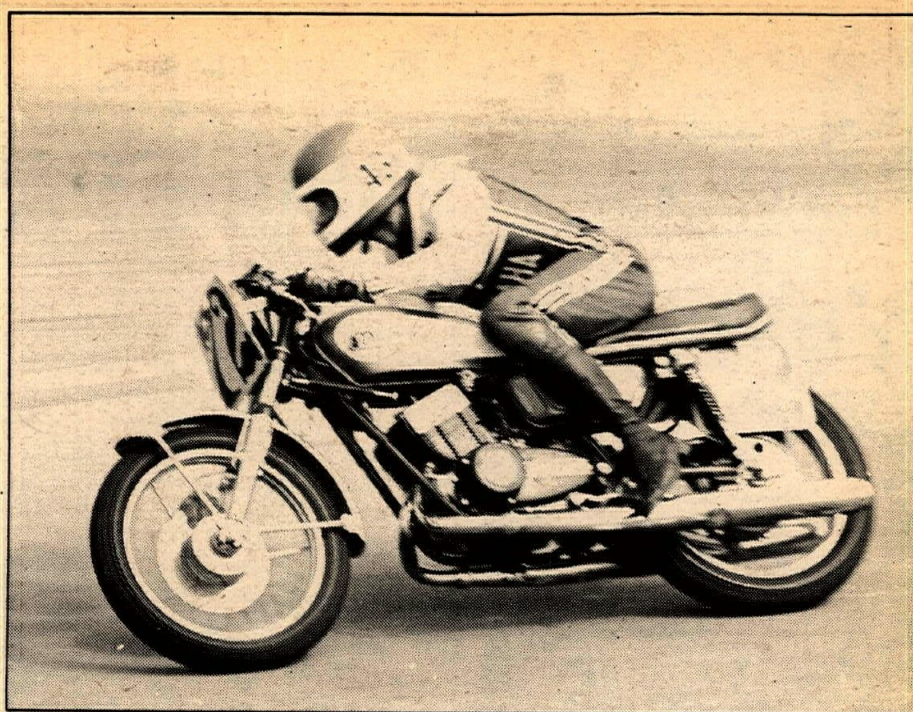
single. Blakeslee's Bighorn seems to be the fastest one outside of the Team Hansen garages and he rides it very quickly. He rode it quickly enough to win the Superstreet/Thumper class by a great big bunch over the Superstreet winner Bob Endicott on Tom Casey's Action Fours Honda 570. Clark won the 350 Production class on another Yamaha after a bit of debate from fast Rod Murufas (Murufast?).

The Open GP event was all the property of Tim Rockwood on a 350 Yamaha who led from the start and pulled away from the rest of the field who were following Pat Evans on a Don Vesco Yamaha. Jess Thomas on his 350 Yoshimura Honda twin ran in about sixth. Eventually Evans broke, leaving the second 350 spot to Rick Hocking (Yam). The 500 victory went to the often overlooked Ralph Hudson (Suz), and Lopatosky was the Open class winner. Reg Pridmore reportedly retired because of the smog.

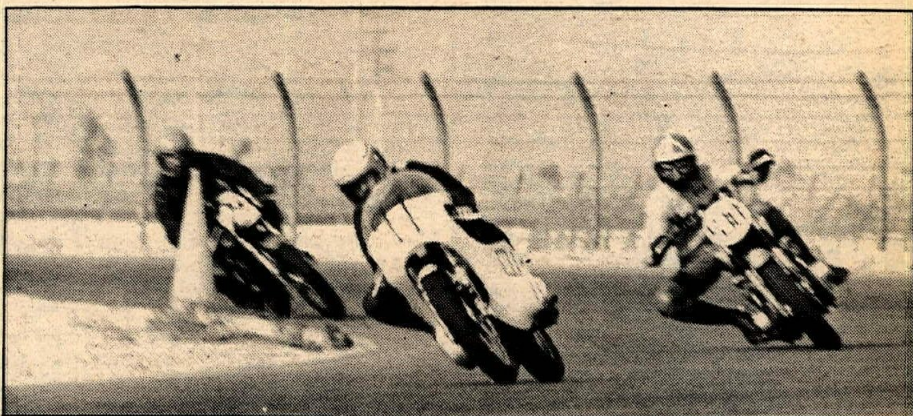
Natives of the gloom reported that it was actually a nice day in Ontario, but foreigners were having a hard time of it and complaining about the pollution. How ironic.

RESULTS

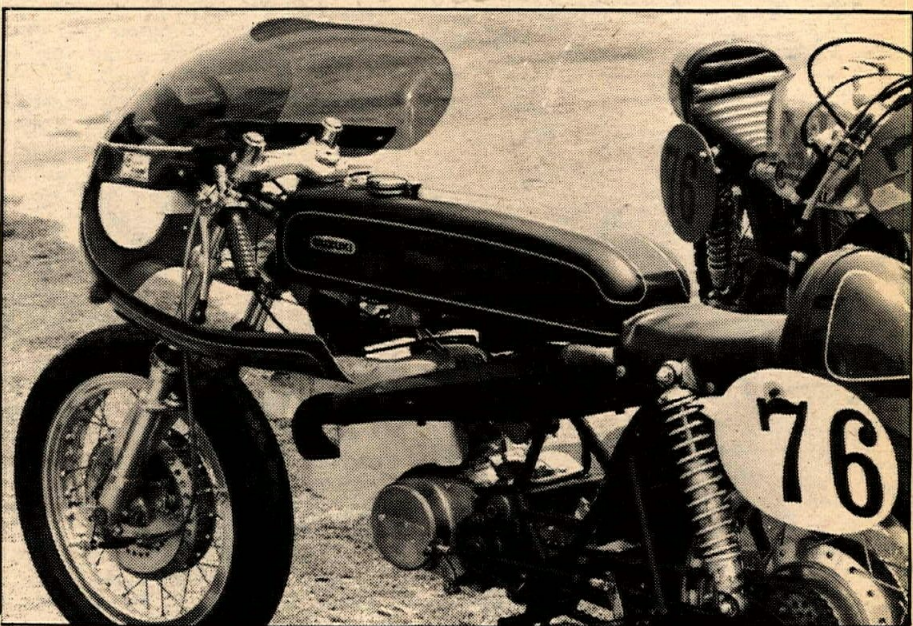
OPEN GP: 1. Lopatosky (Hon).
2. Rossteucher (BMW).
500 GP: 1. Ralph Hudson (Suz). 2. Lee Fleming (Hon). 3. Roger Glickman (Suz).
350 GP: 1. Tim Rockwood (Yam). 2. Rick Hocking (Yam). 3. Mark Miller (Yam).
THUMPER: 1. Whit Blakeslee (Kaw). 2. Miller.
SS: 1. Bob Endicott (Hon). 2. Rod Murufas (Yam). 3. Cook Neilson (Duc).
250 GP: 1. Mike Clark (Yam). 2. Whit Blakeslee (Kaw). 3. Dick Fuller (Yam).
200 GP: 1. John Volkman. 2. Rudy Reynosa. 3. Ryan.
175 GP: 1. Tom Hermon. 2. Mahneke.
125 GP: 1. Galinucci. 2. Terry Stanart. 3. Park.
OPEN PROD: 1. Ed Unini (Hon). 2. Reg Pridmore (BMW). 3. Tom Casey (Hon).
500 PROD: 1. Dick Lewis. 2. Lailand. 3. Burke.
350 PROD: 1. Mike Clark. 2. Rod Murufas. 3. Scott Clough.
250 PROD: 1. Barron. 2. Ken Gill (Suz). 3. Karpince.
200 PROD: 1. Ed Unini



Mike Clark doubled with a win in 350 Production and 250 GP.



Whitney Blakeslee ran second to Clark on his Bighorn, then won the Thumper class with ease. Here he leads Superstreet winner Endicott.

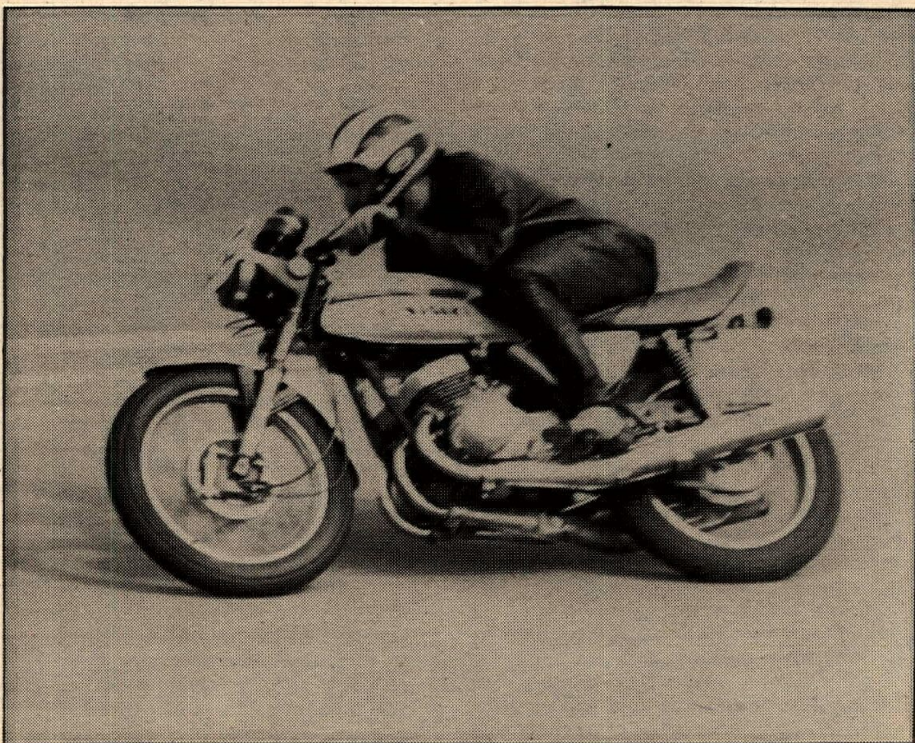


One of Chuck Campbell's interesting Suzukis.

Ed Unini (466) had the advantage at the start of the Open Production race. Reg Pridmore (84) is a ways downfield. Tom Casey (538) finished third.



A 250 production racer down to it in turn two.



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MIC Responds

The EPA Hearings

(Radio broadcast 1984)

ANNOUNCER: Citizens! The Commander of Health is pleased to announce that you are now breathing fresh, USDA certified clean air. Since the Department of Mandatory Health & Welfare assumed atmospheric control in 1977, the Sterile Air Program has made great strides. Today, for the first time since 1848, the air is pure! You are reminded that under the Immobility Act of 1982, ownership of private vehicles is prohibited. Any citizen caught operating a private vehicle will have his air supply revoked. This has been a public service announcement. We now return to an interlude of computerized music.

LOS ANGELES, CAL., AUG. 9

A panel of representatives from the Environmental Protection Agency today heard public testimony on the agency's "Los Angeles Plan" for cleaner air. One critical part of the EPA proposal is a plan for transportation control. Under the original EPA edict of April 30, 1971, the states were given nine months to submit plans for meeting federal air quality standards. At that time, motorcycles were exempted from the federal emission standards.

Since there was widespread doubt on the effectiveness of transportation controls and uncertainty regarding their effect on local economies, the EPA determined that states would not be required to include transportation control programs in their implementation plans. The city of Riverside and the National Resources Defense Fund challenged this decision, and filed lawsuits against the EPA. The court ruled in favor of the plaintiffs, and the EPA was enjoined to require that states include transportation controls.

When, in January of this year, the EPA filed its proposed plan for the metropolitan Los Angeles Intrastate Air Quality Control Region, it did not include prohibitions on the sale or operation of motorcycles. In subsequent hearings there was little testimony regarding motorcycles, and the Motorcycle Industry Council stated its willingness to cooperate in setting and meeting emission standards for motorcycles.

Then, in June, the EPA announced its revised plan, which proposed that 1974 motorcycle registration be limited to 1973 levels and that the operation of two-stroke motorcycles in the L.A. Basin be banned entirely in daylight hours during the smog season.

No attempt had been made to set emission standards for motorcycles, or to establish valid test procedures. The EPA simply chose to impose restrictions on the sale and operation of motorcycles. Representatives of the MIC were on hand today to oppose the plan, and to dispute the inconclusive evidence upon which the drastic proposal was based.

The Southwest Report

Stuart Ross, attorney for the MIC, cited wide discrepancies in the technical evidence the EPA had used to support their plan for restricting motorcycles. The EPA figures on projected motorcycle emissions were generally contradictory and confusing, making it almost impossible for the M/C industry to analyze and evaluate the statistics. Ross charged that the principal study in question, done by the Southwest Technical Institute, provided a wholly inadequate basis for the EPA proposal. The Southwest Report, as admitted by its authors, was only an initial research effort on M/C emissions, and "that tests on a great many more machines are needed to obtain an accurate baseline emissions estimate." The authors further noted that they had employed several test procedures, but that "...little consideration has been given to the potential usefulness of these procedures for anything except research purposes."

Only seven motorcycles were tested in the study, and it was recognized in the report itself that the Triumph had bad rings. U.S. Suzuki noted that their 250 was seized up when it was returned, and concluded that improper oil had been used during the test. The study also included a test mode for freeway operation (about 57 MPH) although two of the bikes, a Honda SL-100 and a Kawasaki F6-125, are not legal for freeway operation.

The nature of the Southwest Report becomes obvious in view of an unsolicited pre-proposal its authors sent to the EPA. This document simply states, "The objective of the proposed project is to provide EPA with an evaluation of the applicability of the LA-4 driving schedule to motorcycle certification testing." The researchers obviously wanted the EPA to know the study was only a first step in developing tests for motorcycle emissions, and that the LA-4 schedule (an auto testing standard) may or may not be applicable to motorcycle operation.

Considering the disclaimers included in the Southwest Report, Ross registered the MIC's firm objection to the use of such a study as a basis for restricting motorcycles. He cited the concluding section of the report, in which the authors clearly stated the nature of their findings: "The air pollution impact of motorcycles on individual metropolitan areas is not known at this time. Nationwide and regional emissions are only rough indicators of the actual air quality impact of any source on an urban area."

Ross went on to dispute estimates on the projected motorcycle population by 1977, and to question the predicted amount of motorcycle hydrocarbons (45 tons per day) in the Los Angeles area. Nothing in the Southwest Report was found to substantiate such high figures. In response to the EPA figures on explosive growth of the M/C population, Ross pointed out that this region had experienced an 8.7% decrease in motorcycle registrations from April 1972 to April 1973.

Counterproductivity

Under its legal responsibility to sanitize the air, the EPA has determined that photochemical oxidants (smog) must be reduced by 93%. This figure derives from the difference between the highest reading taken in Riverside in 1971 (0.62 parts per million) and the federal health standard (0.08 ppm). Among the programs necessary to achieve this reduction would be annual pre-registration inspections for cars, and retrofitting 1966-74 cars with catalytic converters.

But even these controls would not result in a 93% reduction in smog, so the EPA proposes a set of measures to reduce the number of vehicles miles traveled (VMT). This plan rests primarily on the theory of making individual auto travel less attractive, and bus and carpool travel more attractive. This would involve bus-and-carpool-only lanes on all major streets and highways, computerized bus and carpool matching service run by the State and reductions in downtown parking facilities.

EPA figures place the growth rate for gasoline consumption in Los Angeles at 4.5% per year. To forestall this growth, and subsequently control VMT,

they propose to limit gasoline consumption to the amount consumed in 1972-73. Since gas rationing might encourage people to shift to motorcycles, and since cycles emit (according to EPA) 14 to 30 times as much noxiousness as automobiles, the EPA "has therefore decided that some control over motorcycles will be needed to meet and to maintain the standards."

The EPA finally admits that, even under the controls mentioned above, the air in the L.A. Basin still won't be 93% cleaner. They predict that the standard will be exceeded approximately 180 days per year.

Viewing the potential shift to motorcycles as counterproductive is based on the assumption that current technology doesn't exist to build clean engines, or even to test them for emissions. But several manufacturers, including Honda, Yamaha, Suzuki and BMW, have demonstrated technological advancements at least equalling steps taken by the car builders. And it comes as little surprise that the M/C industry should resent these proposed restrictions when they were never furnished any standards to meet. As Ross pointed out, it's ironic that the same reason for granting Detroit more time to meet emission standards - lack of technology - is now advanced as a reason to restrict motorcycles.

The EPA approach is clearly inequitable and, in the final analysis, probably illegal. They have been forced into the unenviable position of laboring under a mandate to enforce health, which may prove every bit as difficult as enforcing morality. They have recognized that transportation controls can only be implemented when alternative facilities are available, and few would dispute the genuine need for effective mass transit in the Los Angeles area.

The MIC has taken the position that such restrictions would be far more counterproductive than any potential shift to two-wheeled transportation. It could well inhibit the purchase of newer and cleaner bikes, perpetuating the use of older and dirtier machines. Especially if a person were prohibited from riding it for six months of the year.

Industry representatives testified that considerable research and development has been underway toward building cleaner engines. Kawasaki's Dennis David pointed out that the new 900cc Z-1 already meets the automobile emission standards. Pete Coleman (Tri), Leo Lake (Yam), and Ray Miennert (H-D) all outlined the steps their companies were taking to build cleaner engines. The representative from Honda didn't speak, but he listened closely. Mike Hinshaw testified on behalf of the AMA membership.

The MIC attorney concluded his testimony by stating that technology does exist to substantially reduce hydrocarbon emissions in the near future, and urged the EPA to initiate the necessary measures to establish national motorcycle emission standards. He admitted that some lead time would be required, but that the industry was certain it could meet short-term and mid-term goals.

He stressed the need for regulations, prompting one EPA panel member to remark, "It certainly is unusual for an industry to ask to be regulated."

So it appears that emission requirements for motorcycles are not far off, and there seems little reason to think they won't be met. In the meantime, as the hysteria subsides, there may be real developments in mass transit alternatives. This would be the greatest single step possible in relieving the highways and the air from the staggering impact of so many belching V-8 heavyweights. And, for all those having neither the sense to live where they work, nor the enlightenment to ride a motorcycle to get there, it would provide a viable means of transport.

And for motorcyclists, if they can assume the industry will indeed clean up its act, this may be the ideal moment to bring truth to the non-believers: motorcycles are part of the solution, not part of the problem. Writing letters to the rulemakers will help, but the best way is to simply wave to all the drivers you pass in traffic jams. And smile.

Tod Rafferty

Ascot

GARDENA, CAL., AUG. 10

The Ascot Experts and Juniors met head-on Friday night in one of the best combined class shows this season. The Juniors now have enough big bike experience to prove whether or not they are ready to move to Expert at the end of the season, and Friday proved that quite a few are indeed ready.

Rick Hocking has been grabbing most of the headlines this year for the Junior riders, and he well deserves most of them. But others have been riding better and better without the benefit of the backing received by Mr. Hocking.

John Hateley topped the list in the time trials to give the Experts their one and only moment of Final glory. From them on it was the West's best Junior half-milers putting on the show, with the Experts acting in the supporting roles.

Hateley tried another of his come-from behind rides in the Heat race and lost to Danny Hockie. Point leader, DeWayne Keeter finished third. Then Rick Hocking jumped into a quick lead off the line, in the second heat, and built a lead that no one could match.

The third Heat found Rex Barratt wig-wagging his way to the win over Expert Larry Gino. Brian LaPlante blew a last lap lead in the final Heat, and gave the win to Junior Mike Clarke, who was riding his best-ever.

Keeter had to flash his usual good form with a perfect start in the Semi to win one for the Experts with Juniors. Mike Renslow, Bob Sanders and Randy Bailey ran in the next three spots. Sanders edged Bailey at the line for third on a split decision by the officials.

Two Experts and two Juniors made up the Trophy Dash, and it was Rookie Brian LaPlante doing one of his famous fly-through-the-air acts again. This time the machine did three flips, with LaPlante crashing for the fifth time this year. He went end over end and landed on his feet. The bike was wiped out for the night.

Hocking went on to win on the re-start with Barratt second and Hateley pulling a third place, after winning the previous week.

The start of the big bike Final looked like a Rookie preview for next season, with Barratt in first, Hocking second and Hockie running third. It was close from the start, with Hocking edging up on each lap until the two were side by side on laps four through seven. Then Hocking dropped out on lap eight and Danny Hockie took up the chase.

The Barratt-Hockie duel then went side by side through lap twelve, with Hateley again putting on one of his famous last lap bids to run a close third.

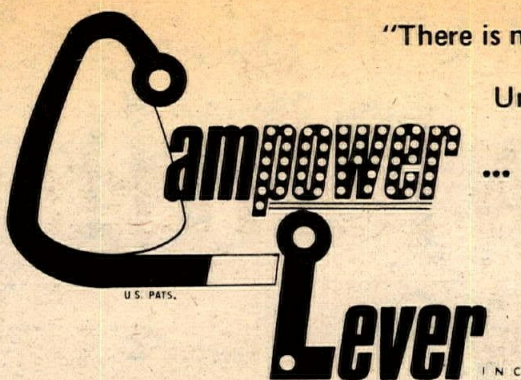
The last two and a half laps found the lead changing five times, with Hockie taking it back going into the final turn for the win on the Dirt Bike Magazine sponsored Yamaha that is tuned by Veteran, Dick Kelm of old BSA Gold Star fame.

The early laps of the Novice Final were much like the last laps of the big bike Main event. Bruce Hanlon was on top with Skip Aksland trying for the pass.

The two were inches apart on the third and fourth laps, but Aksland got by to the inside on lap five and went on for his fifth Main event win of the season and closed the point race on Tom Berry, who is slated to return to action this coming Friday. Randy Miller came from a second row eighth place starting spot to run a closing third before the laps ran out.

Results:

15 LAP BIG BIKE FINAL: 1. Danny Hockie (Yam); 2. John Hateley (Tri); 3. Mike Clarke (Tri); 4. Tom Rockwood (Tri); 5. DeWayne Keeter (H-D); 6. Larry Gino (Tri); 7. Bob Sanders (Nor); 8. Rex Barratt (Nor); 9. Rick Hocking (Yam); 10. Mike Renslow (Tri).
NOV FINAL: 1. Skip Aksland (Yam); 2. Bruce Hanlon (Yam); 3. Randy Miller (Yam); 4. Brad Holt (Kaw); 5. Randy Roderick (Yam); 6. Scott Marshall (Yam); 7. Jeff Coleman (Kaw); 8. Pat Evans (Yam); 9. Bob McEwen (Yam); 10. Pat Klien (Yam).



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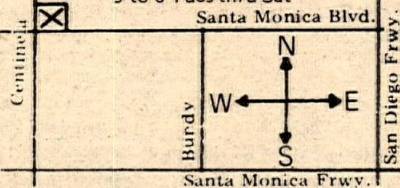
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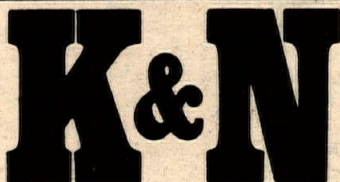
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By Larry Langley

You've heard the rumors...the desert is being closed — BLM is shafting the riders, etc. A lot of emotional charges have been made recently, and I thought it was time to go to the source and get some straight answers. So I arranged an interview with Neil Pfulb, Director of the Desert Planning Program at the Riverside office of the BLM. Here is the transcribed text:

CN: What is the purpose of the desert planning program?

Pfulb: The original assignment of the Desert Planning staff was to begin the job of developing a comprehensive plan for resources of the total California desert. It began with a small staff in March, 1972 and was making progress when earlier this year the State Director of the BLM, Russell Penny, indicated to us that he considered the importance of planning for off-road vehicles (ORV) to be a high priority in terms of an element of the overall plan, and he directed that the planning staff coordinate the effort to put together a ORV plan for the total desert. The work is being accomplished not just by the Desert Planning Staff but jointly by the district staffs and my staff.

CN: What authority do you have over the final plan?

Pfulb: My assignment is inventory, planning and advisor to the District Managers. My role as a planner is to develop the data and the inventory and do the analysis, and to consider as many of the factors as we can to put together a plan, but I do not have the final authority over the plan. That is a joint decision to be made by the District Managers and ultimately by the State Director.

CN: What standards or criteria are being used to determine whether a section of the desert is to be closed or remain open?

Pfulb: The criteria being used go back to the criteria specified in the original ORVAC report (Note: Off-Road Vehicle Advisory Council) and the criteria spelled out in the law of the federal regulations in effect today.

CN: Are you talking about the Presidential Proclamation?

Pfulb: No, the federal regulations. We must proceed by the proper regulations and also the advice that we have officially been given by the ORVAC committee that was established by the State Director. The criteria in the ORVAC report are quite extensive, and they set out not only general criteria, but technical criteria, use criteria, and also criteria for non-use. We are going to attempt, to the best of our ability, to consider all of these factors in making any judgment. I think the most important criteria we have to recognize is the meeting of the needs of the ORV user in the desert. We do recognize ORV use as a legitimate recreational use of the desert. We want to meet their needs and still meet the general criteria as far as environmental factors, etc. It's our opinion that the desert is large enough to, in most cases, meet all the needs and still fit the general criteria. It's probably true that in some point in time there has to be some limit on the total freedom that we have enjoyed in the past. I think it's very important to get on the record that those who are interpreting any plan, or anything the bureau does as having the result of closing the desert, or in any substantial way not meeting the need and demand, are just plain wrong. We've been into the problem far enough now where I'm convinced we can reach a reasonable balance between what the need is and what the desert will support.

CN: Are you a member of the Sierra Club?

Pfulb: Yes. I've been a member for, oh, 14 to 15 years.

CN: Can you separate your duties as Planning Director apart from the Sierra Club doctrine?

Pfulb: I certainly feel I can separate between the two. In fact, I've been in the business of trying to resolve serious conflicts in land use planning for 20 years. During that time I've been a member of various professional organizations as well as private, and I'll let my reputation speak for itself. I

think I've been successful in my chosen work and been able to separate my social membership from my work. As a matter of fact, I'm a member of some other organizations which might appear to be about a 180 degree turnabout from the Sierra Club. I don't consider a person's membership in any private organization a test of a person's ability to accomplish a job. I think the test is in the results of his work. It might interest you to know that I have never attended a chapter meeting of the Sierra Club.

CN: Some ORV people might charge conflict of interest.

Pfulb: I think we are entitled to our own personal points of view and to belong to whatever political party we want, to any social clubs we want, and still carry on with productive work. I think our system has a good many checks and balances. I won't make the final decisions. I will make recommendations. I'm sure if my recommendations were based on my membership in a private organization, I would be called in to explain. My recommendations will be based solely on as many facts as my staff can give me and my own evaluation of those facts. I don't think there is any need to apologize for the fact that the primary mission or reason for having a Bureau of Land Management is the responsibility to manage resources, and recreation is one resource out of many. To me that is consistent with many of the objectives of many of the conservation oriented organizations.

CN: What authority does a Desert Ranger have?

Pfulb: A Desert Ranger doesn't have the same citation authority as, say, a Forest Ranger. A Forest Ranger can issue citations similar to a traffic ticket for violation of rules, but at the present time, a Desert Ranger lacks this authority. BLM does have the enforcement authority but it is a longer process. We have to go to court with the Desert Ranger acting as a witness after visually recording the violation. There

Interview: Neil Pfulb



Our future in the desert from
a man who will help determine it

are bills in the hopper to give the Desert Ranger the same authority.

CN: Does desert racing have a future in the desert?

Pfulb: It certainly does. As far as I'm concerned, there's an obvious social need for that kind of recreation. There are many areas in the desert that can accommodate this type of ORV activity.

CN: How much desert do you think will end up closed?

Pfulb: The use of the term "closed" is a negative view and I would rather think in terms of vehicle "use" areas. Let me give you an example. There can be areas that would be identified, say, where racing is the most popular use, therefore that kind of ORV use would be emphasized from a management standpoint. If that would be the wisest way to go for that area, we would have to make sure that, in encouraging racing, the people going into the area wanting to just play would have to be properly informed that there were races scheduled in that area, and that they could get hurt if they were on the trails. I don't think there will be many areas where total closure will occur. But, if we identify an area as "For use on existing trails or roads" for example, then that would apply to motorcycles, four-wheel drive vehicles, or any travel at all. Also I think there are only a certain number of areas that can be set aside for the typical hare and hound starts, and that's about all we can afford. However, we want to provide enough of them so we can accommodate the demand of races that you usually have in a year's time in that area. What we're saying is, racing, using that kind of start, is going to be limited to just those areas.

CN: Would it help if clubs or individuals volunteered their time to mark trails in areas that would otherwise be closed?

Pfulb: That's exactly what we are going to ask the different groups to do; to assist us in that level of precise planning just a little while later on. Right now we

are trying to put together a general plan. We are trying to identify the different areas to determine their different kinds of uses. By this fall we hope to enlist the clubs to go into these areas and locate and mark the trails that are good. CN: What can ORV enthusiasts do right now in helping you with you planning? Pfulb: I think the biggest help right now would be just to have a little more patience, and allow us the time to show we don't intend to lock up the desert. The general plan we are working on now will eliminate a lot of the fear that is now being generated by the extremists who are trying to promote the idea we are going to lock up everything, which is not the case. Our approach is just the opposite; to try and find the proper way to meet the needs of the ORV user. If we can get that message across, it will help a lot.

We will be going back out to the public this fall in another series of meetings to show the preliminary plans and get to the specifics then. We will expect interested parties to respond to the plans at that time. It's very important to try and attend these upcoming meetings so the ORV user can be informed. We are trying to figure out the best kind of meetings. We want to get across public information, not have public fighting. The biggest problem with the public hearing type of meeting is that the people aren't really being informed, they just scream at each other. We're looking at other and better ways to get the message out to show people what kind of plans we're talking about, try and get them to understand it before they form their opinions based on someone standing up there ranting and raving.

CN: What are all of these big maps being used for?

Pfulb: We use overlays to determine what areas are being used by ORV groups, and to locate areas which have some cultural value. This way we can determine where the areas overlap and work out a solution to the problems in each area. Also, we have charted some of the areas which don't even fall into BLM jurisdiction. I'd say about 50 percent of all the popular ORV use areas fall into this classification.

CN: How do you arrive at the information you post on the maps?

Pfulb: We have records of all the races held in the desert in the last three years, we get maps and data from the Four Wheel drive groups and so on.

CN: It appears to me that the four-wheel drive groups have given you much better material and information than the motorcyclists. Would you agree with that?

Pfulb: Yes, I'd have to say they have given us more specific detailed information such as area maps, etc. We'd welcome and appreciate any information from the motorcyclists too as where they camp, ride, etc. The more data, the better we can do our job.

CN: Are there any plans in the works to provide campgrounds or any other facilities in the high-use desert areas?

Pfulb: That sort of planning is after the step we are in now, the general plan. The ideas are certainly floating around. I can't say there are definite plans. We will have to take it a step at a time, but we would hopefully include them in future plans.

Interviewer's Comments

I've heard there is a movement afoot by certain ORV users to have Neil Pfulb removed from Directorship of the program, because (or fear) of his membership in the Sierra Club. After interviewing him, I feel this would be a great mistake! I believe that Neil Pfulb understands the needs of the ORV user, and that's very important to all of us (two and four wheelers).

I was very impressed with Neil Pfulb and his attitude toward ORV use. I was wondering about his membership in the Sierra Club but feel he gave very honest, sincere answers. I would recommend to readers of Cycle News to send any pertinent data you may have such as maps of your favorite riding areas, etc., so BLM will include them in their studies. Time is short, do it now. Tell them Cycle News sent you!

California Desert Planning Program
Bureau of Land Management
Neil B. Pfulb, Director
1414 University Ave.
Riverside, Calif. 92507

Less of M.O.R.E.

Following in the footsteps of Russ Sanford, M.O.R.E. of California President, the Arizona Chapter of M.O.R.E. has withdrawn from any affiliation or connection with the Tucson based National organization. Jack Sheahan, Arizona Chapter Executive Director announced today that it has been an impossible situation even with the National headquarters located one hundred and twenty five miles away to maintain a line of open communications. The complete lack of understanding or knowledge of Legislative and Land Use policies by the National offices has added to the already prevalent feeling of the Arizona Club that membership fees solicited should be based upon a demonstrated track record.

Sheahan added that the Arizona Club is fully operational with offices located in Phoenix. The present staff includes a full time Lobbyist and Land Use Representative, a special services and membership co-ordinator, a club events director and public relations, along with a staff secretary.

BLM Plans for SLO Land

The U.S. Bureau of Land Management is preparing a multiple use management plan for national resource lands within San Luis Obispo County. Bakersfield District personnel will prepare land use recommendations for about 32,000 acres scattered in small parcels throughout the County. This excludes the BLM administered lands in the Caliente Mountain area which was studied in 1972.

The plan to be completed by June, 1974 will include recommendations for land disposal or retention, minerals, recreation (this includes biking), wildlife, watershed, timber, and forage production. It will show what resources are present, opportunities for development, conflicts between resource uses and resolution of the conflicts.

Bakersfield District Manager Louis A. Boll emphasized that the Bureau of Land Management encourages full public participation in this planning effort. His staff will consult public agencies, organizations and interested people to gather the resource data necessary to develop recommendations for the proper utilization of these lands. Boll said, "My staff will be reviewing acreage from forty acres to four square miles from one end of San Luis Obispo County to the other. Obviously, we will need help from all interested parties." "The timing for this plan is perfect," he said, "since both the Los Padres National Forest and San Luis Obispo County are making major planning efforts this year."

Boll can be contacted at (805) 323-7676.

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Speedway..

The Week We Just Got Off Of

Story & Photos by Dennis Greene

Keith Mashburn, of class C fame, made his speedway debut Tuesday night at Ventura and won his third division heat with little or no

trouble at all.

There were several firsts that night. Big Mike Konle won his first Scratch Main event of the 1973 season. Big Mike has been in his fair share of Mains this year, but up to Tuesday night he had not finished better than second.

Greg Haserot won his first Handicap Main at Ventura. Greg has other Handicap Main wins to his credit at Costa Mesa.

To round out the night of firsts, Dan Fishburn won the Second Division Main, making a new winner in every class in every Main event of the night.

If you are wondering what happened to the Bast boys, well, neither one made it to the Handicap Main. Both were in the Scratch Main, and took third and fourth behind Bill Cody who ran second to teammate Mike Konle.

A little background on what else went on during the 23 event program. Dan Becker put himself out of the money events doing a big wheelie. Scott Sivadge missed his chance to transfer when he forgot to turn on his fuel and ran out after one lap. The starting gates reacted to the cold and froze up, making the starter use the old reliable wave of the flag.

Bakersfield

Only one man has had a perfect night of racing this year; only one man has won every race that he has competed in, in a single night of racing; and the man who picked one of the most important nights of the year to do what no other rider has done so far this season is Steve Bast.

The importance of the night is that it was the first night of qualifying for the 1973 National Championship.

This year, each track will host a qualifying round to choose the top 16 riders in the nation for the honor of competing for the title of Mr. Speedway, the United States National Speedway Champion.

Championship rounds are run just as the finals will be run, with 20 events of Scratch racing and the top riders in points having a go at each other.

Points are as follows: 3 for a win, 2 for second, 1 for third and 0 for fourth. A night of perfect riding will show up as 15 points in the total column, and that is what you'll see if you gaze after the name of Steve Bast.

The night was marred by a great many crashes that many of the riders felt was the result of a poorly prepared track. A few of the riders that do not ride Bakersfield on a week-to-week basis said that the track was better suited for motocross than speedway. It's not that the speedway riders are getting soft; in truth they want to put on the best show they can and they felt could have done a much better job without the bumps. Steve Bast said the track was the same for everyone, but "my butt is sore".

With a score of 13, Rick Woods got second and northern rider took third with 11. Joe Henry, a regular on the northern tracks was very impressive and somewhat of a surprise to the fans, and himself.

The hard luck tale of the night had to go to Larry Moon, who was called upon to substitute for Don Cullum, who was out with water on the elbow. Four out of the five rides Larry put in ended with him either picking himself up or coming in last. Larry was a very battered young man by night's end.

Incidentally, Bell Helmets has announced that they are going to pay \$500 to the National Champ (of course, he has to be wearing a Bell). They are also going to pop for \$250 to second place and \$125 to the third man up. Bell is also coughing up bread for all the qualifying rounds. \$100 to the winners,

\$50 to second placed men and \$25 to third. Not bad, Bell.

Irwindale

On a fast but bumpy track the back yard boys found their ways to the front for the right to compete in the Mains.

The track was wet and soft, and it was rumored that the track had been vandalized by kids turning hoses on it during the day.

Every time someone went into a wet area, a little dirt was thrown out, and by the time several events were over, what had started out as a rut was a full fledged big dip. The dip got everyone out of shape and was the cause of several riders getting off. Sonny Nutter caught the inside of the hole and nailed Seve Bast, preventing them both from entering the Scratch Main. Bill Gray, Steve Gresham and Mike Konle also fell victim to the hole.

Mike Bast, known for riding the pole, had no trouble missing the bad spot for the Handicap Main win. Rick Woods, a middle of the track rider, hit the spot time after time causing him to lose ground. Rick did stay in front of Steve to take second place, though.

The highlight of the evening was Larry Shaw outriding Mike Bast, Rick Woods and Bill Gray for the Scratch Main win. Larry has not been having one of his better years, and it is nice to see this crowd favorite do well on any night.

Costa Mesa

Finishing out our speedway week at Costa Mesa, we find the bumps getting much harder. In unrelated crashes, Steve Gresham and Ken Cartee went to the hospital to be looked at a little closer.

Ken went through the small space between the crash wall and the pit gate and took a couple of pit men with him. One of the other riders waiting for his turn was knocked end over end, cutting the top of his head. He and Ken were talking it over in the ambulance as they were driving off.

Steve Gresham got off at the other end of the track, and was slammed into the wall hard enough to knock him out. He was taken in with a severe headache.

A full week of racing does take its toll of riders, and by the time Friday night rolls around, the survivors of the week want to grab their share of the prize money and glory. From time to time, they put out a little more effort than talent, it seems to look like Costa Mesa has so many more crashes than any of the other tracks.

There are, on the average, 6 riders that eat a little dirt at each one of the tracks running in the southland.

Greg Haserot ended the week the same way he started, by winning the Handicap Main. Greg also did the deed Tuesday night at Ventura.

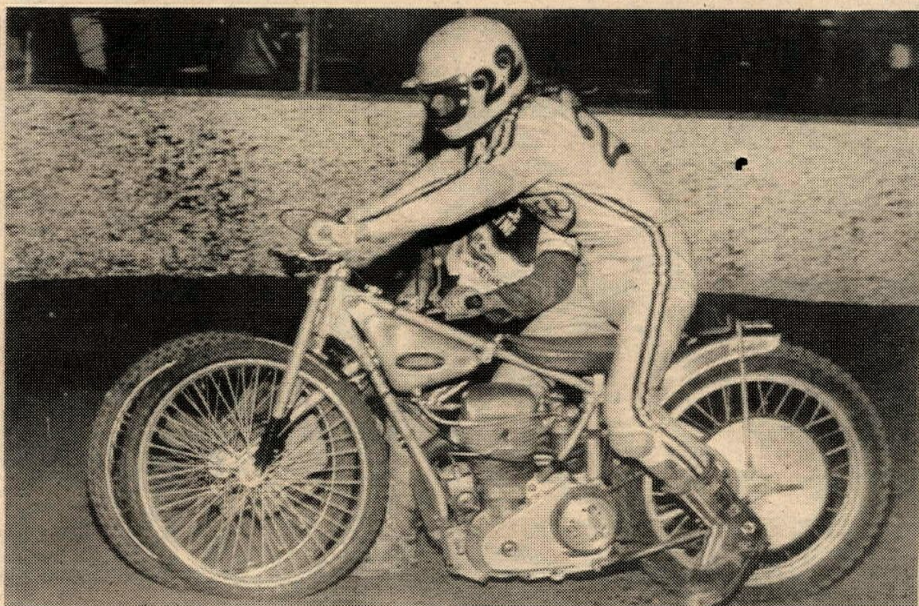
For the ninth time this season, the Costa Mesa checkered flag has fallen on Mike Bast for the Scratch Main event win. Mike will just have to add one more to his record.

Results of First Qualifying Round For the 1973 United States National Championship at Bakersfield:

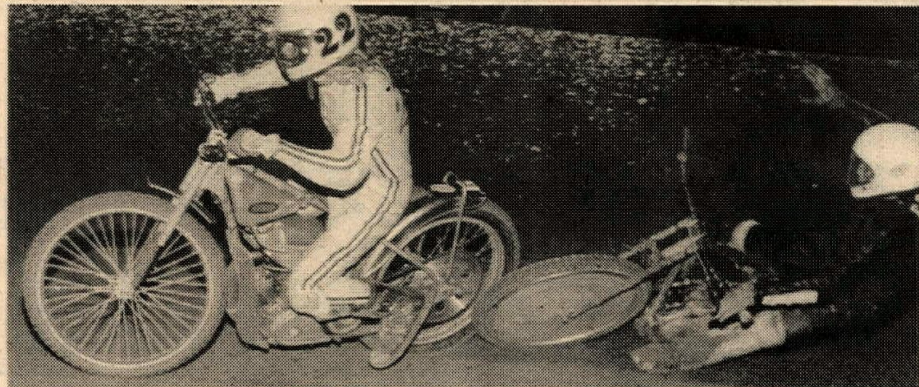
1. Steve Bast (3.3.3.3.3.=15); 2. Rick Woods (3.3.3.3.1.=13); 3. Joe Henry (1.3.3.1.3.=11); 4. Dubb Ferrell (3.1.1.2.2.=9); 5. Sonny Nutter (2.2.2.2.1.=9); 6. Rich MacMurray (1.0.3.2.3.=9); 7. Jim Gresham (3.3.0.0.2.=8); 8. Mike Konle (2.0.2.1.3.=8); 9. Scott Sivadge (1.1.2.3.1.=8); 10. Ed Williams (0.1.2.0.2.=5); 11. John Fishburn (2.0.0.2.0.=4); 12. Paul Oriandi (-.2.2.-.=4); 13. Les Chanky (1.1.1.0.1.=4); 14. Ken Cartee (0.2.1.1.0.=4); 15. Troy McKee (2.1.-.-.=3); 16. Dave Galvin (0.2.0.0.1.=3); 17. Larry Moon (0.0.0.3.0.=3).



Getting off, different techniques: Different lines...



An elbow in the gut (Becker and Gresham)...



Get them from behind (Becker and Gray)...

or from the front front (Rick Smith over Chris Christensen)...



SCENE World Speedway

Sweden's number one world speedway championship contender, Anders Michanek, has carried off the British/Nordic Final at Coventry, England. Michanek topped a class international field and won convincingly from 1971 world champion, Ole Olsen, and reigning titleholder, Ivan Mauger. Michanek scored 14 points; Olsen and Mauger, 11.

The Dane, Olsen, and Kiwi, Mauger, contested a thrilling run-off for the runner-up spot with Olsen winning narrowly.

Pundits predicted that Olsen's defeat of Mauger put the writing on the wall for their clash in the World Final in Poland on September 2. It is expected the world crown will go to one of these two super-stars...and at this stage Olsen appears to have the edge in riding zest and ability. However, neither could match Michanek's score in the British/Nordic Final.

Sixteen riders contested the meeting and only eight qualified to meet eight Russians in the European Final at Abensburg, West Germany on August 19. From there the top 11 point scorers will go to Poland to meet five Poles in the World Final.

The eight riders to go through from the British/Nordic Final are:

Anders Michanek, Sweden	14
Ole Olsen, Denmark	11
Ivan Mauger, New Zealand	11
John Boulger, Australia	10
Tommy Jansson, Sweden	10
John Louis, England	9

Peter Collins, England 9
Ray Wilson, England 9
Reserve for the European Final will be Bernt Persson, of Sweden, who finished second to Mauger in last year's World Final at Wembley. Persson scored nine points at Coventry.

Non-qualifiers included: Bob Valentine (Australia), Eric Boocock (England), Bengt Jansson (Sweden), Gote Nordin (Sweden), Tony Davey (England), Jan Simensen (Sweden) and Reider Eide (Norway).

Luckiest rider was new English star, John Louis, who turned up for the meeting as reserve. Not expecting to race, Louis was suddenly confronted with a full quota of qualifying rides when Rick France (England), withdrew with a shoulder injury. Louis made the most of the opportunity and rattled together 10 points to finish equal fourth with Aussie John Boulger and Swede Tommy Jansson.

Surprise qualifiers are Jansson and Peter Collins (England). Both are the new 'white hopes' of the respective countries after slashing performances in the British League competition this year. They are both teenagers, with plenty of dash and vitality and both are tipped to become the new super-stars of world speedway when it comes time to supersede Olsen and Mauger.

Collins, in particular, shows a fiery brand of riding. He is also the British 350cc track champion and because of his competition in this sphere, his speedway riding has rough edges and lacks finesse. However, he aims soon to forsake the grass tracks in Europe and

concentrate on a professional speedway career.

It is interesting to note that both Collins and Jansson have hit the top flight this year after spending last year Down Under racing in the sun of Australia. Obviously the experience gained on the ultra-fast Australian tracks has vastly increased their speedway repertoire of skills.

Australian Champion, John Boulger, is an interesting qualifier. If he can progress through the European Final to the World Final in Poland he will become only the second Australian to qualify for a World Final in more than 10 years. And yet Australia is the country where speedway racing first started!

England's bright boy, Ray Wilson, just managed to scrape through at the tail end of the qualifiers and will need to improve considerably if he's to make any impression on the Russians in the next stage in West Germany.

British Lions Team Named

The British Lions test team to tour Australasia this winter (or summer, depending on which hemisphere you're talking about!) is likely to be: Nigel and Eric Boocock, Jim McMillan, Peter Collins, Chris Pusey, Malcolm Simmons and either Reg Wilson or Dave Jessup. The very strong line-up will be managed by former test rider and current-day big time promoter and Management Committee chairman, Reg Fearman. The Aussies will have to be on their mettle to contain this side.

Orange County International Raceway

CMC speedway went into its third week at Orange County International Raceway with the racing better than ever. Tonight

Bill Manley had the OCIR oval completely dialed in and swept both main events in the third week of CMC speedway. Manley is a very versatile rider; he's spent many hours on road racers. That doesn't seem to hinder his speedway style however, as it's hard to see how Bill could do much better than he did this Wednesday.

Going into the Handicap Main event all bets were with the "mighty" little guy from Fullerton. That's thirteen year old Dennis "The Kid" Sigalos. The 84 pounder was sitting on the ten yard line and when Dennis took the lead in the second lap the crowd was on their feet in anticipation of his first major victory. It wasn't to be as forty yard liner Manley worked his way through traffic, passing every rider for the victory. A hard charging Manley pushed by a tiring Sigalos in the final lap. The order of finishing for the Handicap Main was as follows: Bill Manley, Dennis Sigalos, Bobby Hill, Bob Herz, Chuck Bowers and Ralph Castor.

Manley wasn't satisfied with his brilliant handicap ride. He went on to win the Scratch Main by a sizable margin. All four riders rode a great race but Manley was just too much to handle tonight. A victorious Manley was followed by Chuck Bowers, Bob Herz and Dennis Sigalos in that order.

The winners in tonight's Consolation Main events were John "Handlebar" Flanders in the Scratch and Rod Sexton (Jeff's brother) in the Handicap. The second Division Main was captured by Bobby Butt with Gene Ross second, Gary Gordon third, and Manuel Fimbres fourth. All second division racing at OCIR is scratch racing.

RESULTS

SCRATCH MAIN: 1. Bill Manley. 2. Chuck Bowers. 3. Bob Herz.
SCRATCH CONSOL. MAIN: 1. John Flanders. 2. Bobby Hill. 3. Rod Sexton.
HANDICAP MAIN: 1. Bill Manley. 2. Dennis Sigalos. 3. Bobby Hill.
HANDICAP CONSOL. MAIN: 1. Rod Sexton. 2. John Flanders. 3. Jim Murphy.
SECOND DIV. MAIN: 1. Bobby Butt. 2. Gene Ross. 3. Gary Gordon.

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RESULTS

Short Track Fremont Rcw. y. Fremont, Calif. Aug. 1, 1973

by Bill Spencer

MINI A	
Ricky Baptista	Yam
Mitch Harpel	Yam
Larry Krusemann	Yam
MINI B	
Mickey Kruseman	Ind
Troy Graham	Yam
Neal Hockenbury	Hon
MINI C	
Mike Fruzen	Ind
Blair Newell	Ind
MINI D	
Randy Mamola	Hod
Larry Andres	Yam
100 NOV	
Dennis Martin	Kaw
Cheryl Vestal	Yam
Ray Gomes	Bul
125 NOV	
Steve Harvey	Yam
Mark Murray	Hod
Jeff Conway	Yam
125 JR	
Alan Wood	Hod
Andy Whitaker	Bul
125 EX	
Ricky Graham	Bul
Mark Smith	DKW
175 NOV	
Dennis Sickle	Bul
Mike Hagerty	Bul
200 NOV	
Danny Norman	Bul
Rich Darnell	Bul
200 JR	
Eric Johnston	Bul
Gary Cooper	Bul
250 NOV	
John McRae	Oss
Dan Armstrong	Hon
John Crijenka	Yam
250 JR	
Tom McRae	Oss
Ned Cotherman	Yam
Bill Montagne	Yam
250 EX	
Steve Eklund	Yam
Kirk Tardiff	Yam
Mike Kunsman	Bul
360 NOV	
Chuck Furnari	Kaw
Phil Vitale	Hon
360 JR	
Frank Crane	Yam
Gene Dolcini	Yam
Dave Murrell	Bul
360 EX	
Rick Hocking	Yam
Scott Pearson	Kaw
Phil Cancilla	Kaw

Motocross

Santa Cruz Ridgerunners Santa Cruz Co. Frgrounds Watsonville, Calif.

July 22, 1973

125 NOV DIV A	
Pat Paya	
Paul Turner	
Bob Bradford	
125 NOV DIV B	
Dennis Curtin	
Dan Geery	
Milo Marsh	
125 AM	
Mark Schroeder	
Jerry Castillo	
125 EX	
Mike Amaral	
Jeff Hammond	
250 NOV DIV A	
John Putkey	
Mark Means	
Gary Murphy	
250 NOV DIV B	
Wayne Marrell	
John Swan	
John Kent	
250 NOV DIV C	
Bob Turner	
Joe Genivese	
Mark Christensen	
250 AM	
Eric Harvey	
Rudolph Leon	
Dan Roberts	
250 EX	
Martin Towne	
Donald Murphy	
Danny Olsen	
OPEN NOV	
Bob Whitaker	
Charles Longmire	
John Gory	
OPEN AM	
Russ Blair	
Lane Aebi	
OPEN EX	
Jeff Loff	
Chris Carter	
Pete Scarlett	

Short Track

Town & Cntry. Frngds. Napa, Calif.

Aug. 2, 1973

by Bill Spencer

100 NOV	
Brad Bruns	Suz
Greg Miles	Yam
125 NOV	
John Gerhardt	Bul
Bob Boyar	Bul
125 JR	
Larry Forige	Bul
Brad Kotsaris	Suz
Mike Miller	Bul
200 NOV	

Scott Correia	Bul
George Marshall	Bul
Tom Cassagnola	Bul
200 JR	
Larry Morrison	Bul
Ken Peschel	Bul
John Alves	Bul
250 NOV	
Greg Ragon	Suz
Steve Darling	Yam
Kirk Tabayoyon	Yam
250 JR	
Mike Kasso	Bul
Joel Hale	Yam
Bill Shura	Yam
250 EX	
Lowell Moulal	Bul
Rick Delacy	Yam
Jerry Simpson	Oss
360 NOV	
Bob Gatto	H-D
Phil Vatale	Hon
360 JR	
Jim Walsh	Yam
Jim Neuenburg	Bul
360 EX	
Jeff Davidson	Bul
Fenn Pervier	Bul
Dennis Robinson	Yam

Short Track

Pioneer Arena Aug. 4, 1973

by Bill Spencer

MINI A	
Jeff Mason	Tar
MINI B	
Steve Orozco	Yam
Kelly Steely	Yam
Danny Kirkeby	Yam
MINI C	
Dwayne Ellis	Hon
Eric Watts	Yam
Gary Moore	Yam
MINI D	
Randy Bereman	Ste
John Arias	Hon
MINI E	
Ben Zakarian	Cha
100 NOV	
Roger Rush	Suz
Johnny Pittman	Kaw
Don Weidman	Kaw
100 JR	
Mike Bowling	Hod
Danny Burton	Kaw
125 NOV	
Roger Harrill	Hon
Mark Schmeck	Pen
Bill Rose	Pen
125 JR	
Mitch Davidson	Pen
Freddy Yow	Kaw
Mike Miller	Suz
125 EX	
Craig Scroggins	Bul
Steve Hollingsworth	Suz
175 NOV	
Steve Hall	Kaw
Ron Beck	Yam
Dale McMurty	Yam
200 NOV	
Mike Ihrig	Bul
Mark Steenholdt	Bul
200 JR	
Ken Jackson	Bul
George Hathaway	Suz
250 NOV	
Milt McFarren	Hon
Tom Jones	Hon
John McRae	Oss
250 JR	
Mickey Wissner	CZ
Steve Runnels	Bul
John Wright	Yam
250 EX	
Ted Davidson	Bul
Carl Yerby	Hon
Dennis Huff	Suz
360 NOV	
Phil Vitale	Hon
Bob Holloway	Hon

CRC Motocross

Indian Dunes Park Valencia, Calif.

Aug. 7, 1973

by The Shadow

MINI	
Wally Simons	Yam
Vincent Van Hook	Yam
Jim Holleg	Yam
POWDER PUFF	
Vicki Hendrix	Suz
Diane Harmon	Hon
100 BEG	
Gary Denton	Yam
Tim Cohee	Yam
Fast Fallen	Suz
100 NOV	
Mark O'Neil	Hod
Mark White	Yam
Rick Grant	Yam
125 BEG DIV I	
Ken Miyako	Hon
Steve Ser	Hon
Tom Browne	Pen
125 BEG DIV II	
Mike McClure	Suz
Mark Hayes	Pen
Randy Gauvin	Hon
125 NOV	
Tom Morris	Pen
Mark Hughes	Pen
Fred Butler	Suz
250 BEG DIV I	
Danny Stone	Yam
Roger Featherston	CZ
Don Kreuter	Hon
250 BEG DIV II	
Kent Benson	Oss
Mark Mainer	Bul
Len Bell	Hon
250 NOV	
Steve Miller	Hon
Guy Barber	CZ
Scott Panning	Bul

OPEN BEG	
Allen Stinebaugh	Suz
Ron Tron	Mai
Gerry Garcia	CZ
OPEN NOV	
Bill Andrews	Hus
Lou Peraeta	Hus
Bob Williams	Sea
125 INT	
Everett Angle	Sea
Jedd Strange	Hon
250 INT	
Chris Bartlett	Hus
Brad Williams	Hon
Dan Johnson	Hus
OPEN INT	
Dave Henschel	CZ
Butch Steward	Bul
250 EX	
Tom Zahnter	Hon
Mike Pucklus	CZ
Bob Schwartz	CZ
OPEN EX	
Mark Blackwell	Hus

Speedway

Sacramento, Calif.

Aug. 10, 1973

by Sneaky Pete

SCRATCH MAIN	
Alan Christian	
Rick Woods	
Butch Corder	
HANDICAP MAIN	
Corder	
Christian	
Larry Mulock	
SCRATCH CONS.	
Rich MacMurray	
Henry	
Bruce Haserot	
HANDICAP CONS.	
Woods	
Mark Eckles	
Denny	
DIV 2 MAIN	
Ron McGill	

CRC Motocross

Indian Dunes Park Valencia, Calif.

July 31, 1973

by The Shadow

MINIBIKE	
Jim Holley	Yam
Dave Meloy	Hon
Bret Hansen	Yam
POWDER PUFF	
Vicki Hendrix	Suz
Dolly Hays	Yam
Gayle Duhe	Yam
100 BEG	
J. R. Colson	Yam
Mike Lyons	Yam
Karl Allen Jr.	Hod
125 BEG DIV I	
Robert Allen	Yam
Mike Berber	Mon
Bruce Brotcke	Yam
125 BEG DIV II	
Randy Gauvin	Hon
Mario Dos Santos	Hon
Steve Hickok	DKW
125 NOV	
Jim Tassano	Hon
Jeff Blade	Suz
John Oswald	Suz
250 BEG DIV I	
Roger Featherston	CZ
Kent Benson	Oss
John Niznik	Yam
250 BEG DIV II	
Jeff Bruns	CZ
Scott Jensen	CZ
Steve Loughran	Yam
250 NOV	
Chris Trebon	Suz
Guy Barber	CZ
Mike Starsmere	CZ
VETS	
J. V. Smith	Ca-A
Dave Turnquist	CZ
Chuck Raudman	Hon
OPEN BEG	
Walt Bird	Yam
Jose Fierro	Suz
Don Nielsen	Suz
OPEN NOV	
Tom Alexander	Mai
Steve Smith	Suz
Bruce Hoover	Mai
OPEN INT	
Bill Ring	CZ
Ress Benson	Kaw
Art Sandler	Yam
125 SR	
Don Draz	Suz
Victor Triepke	DKW
Robert Elliott	Mon
250 SR	
Mat Bilton	Mai
Jeff Blix	Yam
Ernie Hendricks	Mai
OPEN SR	
Merrill Milles	Mai

Flat Track

Corona Rcw. y. Corona, Calif.

Aug. 8, 1973

by The Shadow

MINI BEG	
Bobby Hart	Hon
Joe Breedlove	Yam
Joey Perrott	Suz
MINI	
INT/AD/OPEN	
Pat Richmond	Hon
Jeff Wright	Hon
Gary Ontiveros	Hon
100 NOV	
Jeff Wright	Hon
Pat Richmond	Hon
Mark Rocha	Kaw
100-125 AM/EX	

Richard Shook	Kaw
Tom Doty	Hon
Kip Johnston	Kaw
125 NOV	
Duane Gallager	Yam
Walter DeBruyn	Yam
David Ochoa	Hon
250 NOV MAIN	
Danny Smith	Yam
John Newquist	Mon
John Rogers	Oss
250 AM/EX	
Hal Cheetwood	Bul
Jerry Greer	Yam
Dean Meyer	Bul
OPEN AM/EX	
Bob Byars	Yam
Dick Lewis	Tri
Mike Myers	Yam
OPEN NOV	
R. G. Stone	
HALF-MILE	
100-125 NOV/EX	
Tom Doty	Hon
Eddie Beeson	Yam
Robin Richey	Kaw
250 NOV MAIN	
Danny Smith	Yam
Larry Lambert	Kaw
Curt Hoefling	Yam
250 AM	
Dean Meyer	Bul
Brian Garcia	Yam
Rex McCloud	Yam
250 EX	
Debra Reon	Yam
Ed Ueckart	Yam
Jerry Greer	Yam
OPEN COMB	
Dave Racing	Hon
Steve Little	BSA
Nick Voge	Yam
MONEY RACE	
Dave Racine	Hon
Brian Abbott	Yam
Larry Lambert	Kaw



TROPHIES for Simi Valley M.C. Hare and Hound, can be picked up August 19 at the Rams-Prospectors Dual European Scrambles or at Fox & Parsons Automotive, 8534 Sepulveda Blvd., Sepulveda, Calif. (213) 782-5373. Trophy presentation has been cancelled. (31/2x)

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RESULTS

CRC Hare Scrambles

Adelanto, Calif.

July 29, 1973

By The Shadow

OPEN INT
Mike McElfresh
OPEN NOV
Alan Pozzoff
Richard Mitchell
Curly Reeves
250 NOV
Bob Taft
Ed Torrance
Ken Heil
125 NOV
Pat Jones
Dave Jones
100 NOV
Greg Hayes
Jay Orendorff
OPEN BEG
Patrick McEvoy
John Esser
Ken Staples
Jim Jones
250 BEG
Rich Washington
Roy Oto
Troy Moore Jr.
David Marshall
Henry Kingi
175 BEG
Mike Rangel
Ben Egbert
Elwin Johnson
125 BEG
Wayne Sanford
Randal McIntyre
Dennis Perham
125 BEG UNDER 16
Mike Choate
Guy Campbell
George Kanzler
100 BEG
Tim Marshall
Richard Kosick
Richard Kanzler*
Mike Kanzler*
*Tie
250 VET NOV
Gerry Hoffer
Leo Kannon
Norb Winkler
OPEN VET BEG
Bill Chadwell
P.E. Fiedeke
Richard Lee
250 VET BEG
Fred Quirk
Earl Sullivan
Richard Steins
POWER PUFF
Leslie Klug
Sigrid McAllister
Sue Kannon
MINI
John Wilson
Todd Whitney
Dean Meltzer

Motocross

Magic Valley

North of Paul, Idaho

Aug. 5, 1973

EX 125
Randy Lee
Nathan Williams
Joe Phillips
EX 250
Rick Holmes
Rick Grisham
Garth Williams
EX OPEN
Vic Greenfield
Leon Suckmann
Greg Martin

PMA Motocross

Bay Mare

Somis, Calif.

Aug. 5, 1973

MINI 0-60cc
Danny Cherrier
MINI 61-80cc
Jerry Little
Tom Hanley
Steve Allensworth
POWDER PUFF
Trudy Stubbs
Kim Herbert
Lynne Brown
100 BEG
Danny Shurtleff
Tom Shin
Scott Curtis
100 NOV
Mark White
Kevin Berger
Dan Devine
125 BEG
Richard Piotrowski
Mike Callaway
Mark Dale
125 NOV
Jim Tassano
George Shafer
Jeff Tibbets
250 BEG
Steve Dragoo
Rob Gordon
Mike Brazel
250 NOV
Roy Schrader
Gene Maple
Greg Butler
OPEN BEG
Jimmy Nicolas
Tim Tetiva
Mike Johnson
OPEN NOV
Dale Tittlemier
Keith Rider
Richard Kelsey
VETS
Buddy Stewart
Paul Crowley

RACE MX

Corona Raceway

Corona, Calif.

Aug. 2, 1973

By Dale Teubner

MINI CYCLES
Ernie Townsend
Billy Jankiewicz
Larry DeSoto
SUPER MINI
Scott Tipton
Robert Mueller
Keith Doege
100 BEG DIV I
David Jones
Shawn Lambert
John Clark
100 BEG DIV II
George Forte
Chris Provost
Mike Marino
125 BEG DIV I
Ken Vannoy
Robert Weaver
Rob Hudson
125 BEG DIV II
Louis Clark
Scot Clifton
Doug Lincoln
125 JR
David Sconyers
Ken Doege
Dennis Rose
250 JR
Ron Glenn
Jay Roberts
Skip Gallagher
500 JR
Rick Rolko
Fred Nelson
Adrian Hernandez
250 BEG DIV I
Ray Bandfield
Tim Ralph
Dan Smith
250 BEG DIV II
Ted Hamner
Rick Morrow
Dave Walters
250 BEG DIV III
Dennis Hartmann
Greg Rodriguez
Ken Shaw
500 INT
Charlie Guinn
Reggie Ragsdale
Jack Eitzen

CMC Motocross

Ascot Park

Gardena, Calif.

Aug. 1, 1973

by John Bethea

MINI
T. Ochoa
E. Coffin
D. Ewing
100 JR
L. Morrison
V. Van Hook
D. Boyer
125 EX
Mike Garrett
Dan LaPorte
Mark Tyler
Stu Egli
George Collins
125 INT
R. Aslund
L. Allen
T. Rihel
125 JR
M. Levison
E. Esson
M. Anderson
250 EX
Dave Pessy
Jim MacDonald
Mark Anderson
Bob Haag
Jeff Jennings
250 INT
D. Tanis
T. Hamner
M. Bell
250 JR
R. Anaya
C. Uyeda
D. Nakamura
500 EX
Jim West
Bill Rubly
Ted Wood
Joe Scotland
Dan Barnes
500 INT
P. Mulvihill
B. Dodge
E. Olesen
500 JR
T. Bentley
M. McDonald
P. Fry

CMC Motocross

OCIR

Tustin, Calif.

Aug. 2, 1973

by John Bethea

MINI
Kurt Sofka
Bobby McGregor
Doug Betz
100 JR
Greg Bartock
Marty Miller
Steve Babcock
125 EX
Barry Porter
Mike Garrett
Steve Gannon
Greg Blazek
Mark Tyrer

125 INT
Jim Felton
Norm Bigelow
Mike Bell
125 JR
Dan Loros
Chuck Brown
David Bergman
250 EX
Dave Pessy
Bob Haag
Bob Hosford
Kevin Crawford
Jack Riggi
250 INT
Dale Anderson
Kory Andrew
Tim Hamner
250 JR
Mike Gillman
Cal Reitem
Bill Turner
500 EX
Bill Rubly
Gary Ogden
Bob Maynard
Mark Rodman
Ted Metzger
500 INT
Bryan Dodge
Ron Stoner
Steve Roach
500 JR
Monte Mahan
Richard Winfrey
Dave Orozco

CMC Motocross

Irwindale Rcw.

Irwindale, Calif.

Aug. 3, 1973

by John Bethea

MINI
Bob Toliver
Ken Huth
Ron Utaski
100 JR
Richard Jensen
Joe Aragon
Jeff Woods
125 EX
Bob Haag
Chuck Lunde
Greg Blazek
Mike Garrett
Nelson Whitehill
125 INT
Richard Hansen
Tag Turner
Dave Wholey
125 JR
Rick Ott
Carter Read
Marc Biro
250 EX
John Atwood
Marty Moates
Larry McCarty
Danny McKee
Jeff Jennings
250 INT
Scott Doornbos
Ted Hamner
Skip Keeley
250 JR
Rick Beeson
Darrell Halvorson
Jeff Sloan
500 EX
Luke Messer
Mick Samuelson
Joe Johnston
Dan Barnes
Joe Scotland
500 INT
Bill Shepard
Buttons Sadler
Norm Payne
500 JR
Lee Fabry
Steve Sparkes
Morris Hull

CMC ST

Date Festival Grnds.

Indio, Calif.

Aug. 4, 1973

3 WHEELERS
Chester Scott
Jay Hefflin
David Maussenn
MINI DIV I
Steve Riggs
Kenny Reynolds
James Reynolds
MINI DIV II
Mark Scroggins
Rich Shroyer
Mike Brunner
100
Lyle Shroyer
Ron Williams
Steve Furr
125 DIV I
Rick Overholtzer
John Urick
James Cross
125 DIV II
Marc Jones
Dace Parkins
Mike Kahl
250
Bill Carpenter
Marc Jones
Jimi Davis
OPEN
Marc Jones
Jimi Davis
Jerry Reynolds
EX
Charles Soderstrom
Ron Powell
Stan Ludwig

TT

Coos Bay Spdwy.

Ken-Kel Park

Aug. 4, 1973

80cc A MAIN
Jamie Claasen
Phil Harless
Tom McCullough
100 A MAIN
Jamie Claasen
Craig Prouse
Tom McCullough
125 A MAIN
Gary Davis
Craig Prouse
Justin Potter
200 A MAIN
Gary Davis
Larry Bresnan
John Watson
250 A MAIN
Davis Swigert
Del Spinney
Butch Cochran
OPEN A MAIN
Del Spinney
Jerry Berquist
Ron Chesney
100 B MAIN
Dale Blanton
Mike Bishop
Mark Ingersoll
125 B MAIN
Dan Gilmore
J. B. Rhodes
Phil Harless
250 B MAIN
Zip Friedrich
Art Claasen
Mike Proden
OPEN B MAIN
Carl Netzel
Nick Pappas
John Gilkison
125 C MAIN
Randy Bailey
Andy Adams
250 C MAIN
Wade Stamp
Alan Barnett
OPEN C MAIN
Mike Romig
Ken Humbert
80 TROPHY DASH
Jamie Claasen
100 TROPHY DASH
Jamie Claasen
125 TROPHY DASH
Gary Davis
200 TROPHY DASH
Gary Davis
250 TROPHY DASH
Lee Stumpnhauf
OPEN TROPHY DASH
Rupert Dykstra

CAL-AM MX

Sacramento, Calif.

July 29, 1973

100 NOV
Dennis Stolp
Charles Sexton
Jack Kilgore
125 NOV DIV I
Roger Belgard
Lon Wardell
Jack Young
125 NOV DIV II
John Minor
Delno Becker
Tim Leehe
125 NOV DIV III
Charley Morse
Ken Boswell
Larry Derris
125 NOV DIV IV
David Sexton
Milo Marsh
Doug Fuller
125 AM DIV I
Larry Rippenkroeger
Mark Schroeder
Donald Davis
125 EX DIV I
Eddie Brown
Charlie Marshall
Mike Hart
250 NOV DIV I
Randy Stevens
Kenneth Neese
Jack Hammaker
250 NOV DIV II
John Kent
Larry Williams
Martin Martiney
250 NOV DIV III
Randy Mallock
Allen Clover
Richard Klier
250 NOV DIV IV
Jon Morgan
Terry Gladney
Karl Clark
250 AM DIV I
Cloyse Holland
Duane Joice
Tony Borba
250 EX
Floyd Davis
Rick Clement
Don Murphy
OPEN DIV I
Bill Carnes
Thomas Pearson
Don Loveless
OPEN NOV DIV II
Randy Matlock
Chris Knorr
Richard Buttner
OPEN AM
Cloyse Holland
Hand Lawman
Russell Blair
OPEN EX
Jeff Loff
Bob Bowers
Buzz Presser

TT Scrambles

Corona Rcw.

Corona, Calif.

Aug. 7, 1973

MINI BEG/INT
Joe Tucci
Troy Ingolia
Steve Mott
MINI ADV/OPEN
Pat Richmond
Jeff Wright
Jamies Oliver
100 NOV
Eddie Drake
Mark Baldwin
Dale Reed
100-125 AM/EX
Ricky Naymola
Mark Upton
Kip Johnston
125 NOV
Steve Schilling
Rick Ott
Ed Burns

175-200 NOV/AM/EX
Bob Farmer
Randy Smith
Dennis Aguirre
250 NOV
Charles Petty
Jim Little
John Newquist
250 AM/EX
Dan McWhorter
Dewey Seaver
Tim McWhorter
OPEN NOV/AM/EX
Rex Hailey
Jeff Clark
Steve Okuda
SPEC NOV
Jim Little
John Newquist
Rick Ott
SPEC AM/EX
Rex Hailey
Dewey Seaver
Jim Wright

CMC Motocross

Saddleback Park

Irvine, Calif.

Aug. 5, 1973

by John Bethea

MINI
Greg Bartock
Mike Brown
Bobby Jones
100 JR
Charles Richardson
Chris Provost
Jerry Raymer
125 JR I
Dan Loros
Richard Ott
Jeff Tomlin
125 JR II
Mark Brown
Don Wickham
John McGonical
125 JR III
John Smoot
Scott Montgomery
Bruce Waters
250 JR I
Mike Hogan
Richard Sciuto
Charles Richardson
250 JR II
Mike Winters
Mike Gillman
Tim Marsh
500 JR
Charles Dickenson
Mike Burkhardt
Mike Hernandez
125 INT I
Bob Seki
Greg Lersch
Richard Larsen
125 INT II
Brian Renshaw
Mike Gibson
Albert Cancino
250 INT
Geoff Howe
Mark Peters
Jack Phillips
500 INT
Albert Ortiz
Bill Shepard
Mark Peters
125 EX
Barry Porter
Chuck Lunde
Steve Gannon
Nelson Whitehill
Mark Tyler
250 EX
Garrylon Mosier
Billy Clements
Jeff Vidic
Doug Sherman
Randy Myers
500 EX
Jim West
Billy Clements
Luke Messer
Bill Rubly
Joe Johnston

Mini TT & FT

Trojan Speedway

Southgate, Calif.

Aug. 7, 1973

PEE WEE
John Allred
Jimmy Lorbeter
Tim Ray
1-3HP I
Rudy Dickenson
Jeff Abbott
1-3 HP II
Steve Moore
Rex Smith
Ricky Simmons
0-80cc 9 & UNDER
Scott Webb
Debbie Hughes
Ricky Smittle
0-81cc 11 & UNDER
Jimmy Simmons
Shon Andersen
Ricky Smittle
0-80cc
12 & OVER NOV
Don Abbott
Debbie Saenz
Richard Ray
0-80cc
12 & OVER EX •
Renee Payen
Ricky Heckler
Steve Flatebo
11 & UNDER
FLAT TRACK
Gary Ontiveros
Jimmy Simmons
Ricky Smittle
12 & OVER
FLAT TRACK
Ricky Heckler
Renee Payen
Steve Flatebo

KBMA MX

Klamath Falls, Ore.

July 29, 1973

by Ilene K. Scott

MINI-MINI
Phil Evans
Mike West
David Leppert
MINI
Brian West
Kevin Scott
Steve Weinstein
125 JR
Howard Jones
Mike Palumbo
Brad Hunter
125 SR
Bill Block
Quintin McBain
Jack Rookstool

200 JR

Leroy Hunter
Lee Harvey
Eugene Webster
200 SR
Brad Kecklader
Paul Hug
Everett Scott
250 JR
Chris Rookstool
Chuck Hagen
Stan Williams
OPEN
Randy Hunter
Art Rodriguez
John Rachor

Short Track

Antioch Fair

Aug. 5, 1973

By Bill Spencer

200 NOV
G. Pietruskiewicz
Gary Canes
John Narvaez
250 NOV
Larry Ostarello
Steve Sylvester
Randy Eodings
360 NOV
Galen Shirley
Bill Green
200 JR
Don Shirts
John Kresha
250 JR
Tom Flemming
Bob Stuscavage
Marlin Stewart
360 JR
Harry Young
Mike Clancy
Jim Neuenburg
250 EX
Mark Smith
Chuck Kole
Larry Drew
360 EX
Jerry Kole
Dennis Robinson
John Grant

Speedway

Irwindale Raceway

Irwindale, Calif.

Aug. 9, 1973

By Dennis Greene

SCRATCH MAIN
Larry Shaw
Mike Best
Rick Woods
Bill Gray
HANDICAP MAIN
Mike Best
Rick Woods
Steve Best
Dubb Ferrell
Mark Cherry
Dan Becker
SCRATCH CONSOL
Steve Best
Sonny Nutter
Dubb Ferrell
Dan Becker
HANDICAP CONSOL
Bill Meister
Bill Gray
Sonny Nutter
Mike Konle
Bill Cody
Steve Gresham
DIV II MAIN
Wayne Lewis
Bobbie Ross
Russ Duronslet
FEATURE MATCH
Bill Meister over
Greg Haserot

Speedway

Costa Mesa, Calif.

Aug. 10, 1973

By Dennis Greene

SCRATCH MAIN
Mike Best
Steve Best
Mike Curoso
Dubb Ferrell
HANDICAP MAIN
Greg Haserot
Jim Gresham
Larry Moon
Bill Cody
Dave Galvin
Bill Gray
SCRATCH CONSOL
Bill Cody
Mike Konle
Jim Gresham
Mark Cherry
HANDICAP CONSOL
Mark Chert
Sumner McKnight
Steve Best
Sonny Nutter
John Fishburn
Mike Curoso
2nd DIV MAIN
Jim Scott
Bobbie Ross
Robin Nicolaidis
FEATURE MATCH
Sumner McKnight over
John Fishburn

Speedway

Ventura, Calif.

Aug. 7, 1973

By Dennis Greene

SCRATCH MAIN
Mike Konle
Bill Cody
Steve Best
Mike Best
HANDICAP MAIN
Greg Haserot
Larry Moon
Bill Cody
Bill Gray
Les Chanky
Greg Comstock
SCRATCH CONSOL
Dan Becker
Mike Curoso
Ed Williams
Sonny Nutter
HANDICAP CONSOL
Bill Meister
Mark Cherry
Troy McKee
Mike Konle
Steve Gresham
2nd DIV MAIN
Dan Fishburn
Bobbie Ross
Russ Duronslet
FEATURE MATCH
Bill Meister over
Greg Haserot

RESULTS

D-36

Point Standings

SHORT TRACK

July 11, 1973	
1. Larry Drew	
2. Jerry Kole	
3. Terry Otton	
4. Butch Davidson	
5. Lowell Moural	
6. John Guglielmetti	
7. George Kalamaras	
8. Dorian Jewett	
9. Dana Perri	
10. Steve Eklund	
11. Wayne Matheney	
12. Chuck Kole	
13. Rick Hocking	
14. Manuel Crummett	
15. Ron Kole	
16. Jim Coates	
17. Mark Smith	
18. Dennis Robinson	
19. Phil Carando	
20. Manual Dayton	

MOTOCROSS

July 1, 1973

1. Danny Turner	
2. Jim Turner	
3. Henry Halbach	
4. Bill Grossi	
5. Jeff Loff	
6. Chris Carter	
7. Buzz Presser	
8. Mark Gibson	
9. David Worth	
10. Claude Richmond	
11. Pat Richter	
12. Fred Bennett	
13. Mike Hamer	
14. Glen Clinton	
15. Charlie Marshall	
16. Rich Schilling	
17. Dan Leet	
18. Bill McClinton	
19. Rick Clements	
20. Floyd Davis	

SCRAMBLES

July 11, 1973

1. Mark Smith	
2. Mike VanLinden	
3. Mike Kalamaras	
4. Ron Alsop	
5. Steve Eklund	
6. Ted Davidson	
7. Ron Cole	
8. Rick Otto	
9. Mike Allen	
10. Ray Huff	
11. Neil MacDonnel	
12. Mark Protz	
13. Kim Jorgensen	
14. Dale Mathers	
15. Alex Jorgensen	
16. Dennis Spence	
17. Dick Anderson	
18. Bill Budde	
19. Jerry Kole	
20. Bruce Rust	

ENDURO

July 1, 1973

1. Jerry Jenkins	
2. Hawley Slayton	
3. John Noor	
4. Don Cantaloupi	
5. Ralph Hamilton	
6. Vern Weldy	
7. John Trott	
8. Ben Bower	
9. Glen Clinton	
10. Frank Shwers	
11. Bob Marlharkey	
12. John Krause	
13. Bob Keys	
14. Ralph Trotter	
15. George Newson	
16. Charles Morgan	
17. Jim Newsom	
18. Robert Rogstad	
19. Marvin Hurlburt	
20. Gerry Newton	

GARY HOMES

July 1, 1973

1. Bobby Hart	Hon
2. Mike Lazzarotto	Yam
3. David Detemple	Ind
4. MINI B	
5. Pat Richmond	Hon
6. Jeff Wright	Hon
7. Joe Breedlove	Yam
8. 100 NOV	
9. Steve Powell	Kaw
10. Randy Hamilton	Kaw
11. Jeff Wright	Hon
12. 100 AM	
13. Richard Shook	Kaw
14. Robb Rice	Yam
15. Tim Bowers	Yam
16. 125 NOV	
17. Ken Griner	Yam
18. Brian Coakley	Yam
19. David Woodrich	Yam
20. 250 NOV	
21. Bruce Talbot	Oss
22. Stan Larson	Yam
23. Dan Smith	Bul
24. 250 EX	
25. Gary White	Bul
26. Brad Holt	Yam
27. Dean Butterfield	Yam
28. OPEN COMB	
29. Jim Wright	Bul
30. Bob Byars	Yam
31. Doug Mason	Bul
32. MONEY RACE	
33. Doug Mason	Bul
34. Jim Wright	Yam
35. Brad Holt	Yam

Flat Track

Corona Raceway

Corona, Calif.

Aug. 1, 1973

1. Bobby Hart	Hon
2. Mike Lazzarotto	Yam
3. David Detemple	Ind
4. MINI B	
5. Pat Richmond	Hon
6. Jeff Wright	Hon
7. Joe Breedlove	Yam
8. 100 NOV	
9. Steve Powell	Kaw
10. Randy Hamilton	Kaw
11. Jeff Wright	Hon
12. 100 AM	
13. Richard Shook	Kaw
14. Robb Rice	Yam
15. Tim Bowers	Yam
16. 125 NOV	
17. Ken Griner	Yam
18. Brian Coakley	Yam
19. David Woodrich	Yam
20. 250 NOV	
21. Bruce Talbot	Oss
22. Stan Larson	Yam
23. Dan Smith	Bul
24. 250 EX	
25. Gary White	Bul
26. Brad Holt	Yam
27. Dean Butterfield	Yam
28. OPEN COMB	
29. Jim Wright	Bul
30. Bob Byars	Yam
31. Doug Mason	Bul
32. MONEY RACE	
33. Doug Mason	Bul
34. Jim Wright	Yam
35. Brad Holt	Yam

Motocross

Moreno Valley M.C.

De Anza Cycle Park

Sunnymead, Calif.

Aug. 4, 1973

MINI BEG

Duane Mapes

Lloyd Lawrence

100 BEG

Robert Oshiro

Al St. George

Mark Jackson

100 JR

George Forte

125 BEG

Gary Praster

Tom Burt

Don Davis

Dwayne Graham

Dan Torres

Dan Bartlett

Herb Carbaugh

Jim Jackson

Dane Scott

Max Aldridge

125 JR

Doug McGowen

175 BEG

Jim McGowen

175 JR

Dwayne Vanderby

250 BEG

Joe Collins

James Quinn

Rick Kelbaugh

Tom Jones

Bob Hill

Scott Vaughn

Mark Walker

Jim Peresits

250 JR

Don Bazemore

OPEN BEG

Roger Heath

OPEN JR

E. J. Norris

Keith Patten

Yam

Yam

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250 NOV

Ken Evans

Robert Friese

Greg Mardon

250 NOV

John Sargent

Ron McQuillin

Danny Montgomery

250 NOV

George Aguilar

Randy Montgomery

Ed Hileman

250 AM/EX

Frank Schnetz

Ken Miller

Steve Pergin

250 AM/EX

Elbert Turner

Martun Widgery

John Erickson

NOV MOTO

Norm Blake

R. G. Stone

Robert Swager

NOV MOTO

Steve Garder

Duffy Myers

Mark Fitzgerald

NOV MOTO

Carl Brown

Robert Luly

Keith McAuley

MEDI-CARE

James Hayes

Jim Doron

Harold Allison

DUNN CYCLE

DeWayne Petite

Dick Roll

AM/EX MOTO

Rob Morrison

Jack McCafferty

Glen Barrett

AM/EX MOTO

Vince Graves

Doug Mason

Don Frauenberger

Bul

Hon

Oss

Yam

Yam

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Minis

Trojan Speedway

South Gate, Calif.

July 31, 1973

PEE WEE I

Tim Ray

Mike Healey

Dawn Andersen

PEE WEE II

John Allred

Roger Heemsberger

Jimmy Larbeter

1-3 HP I

Rex Smith

Tracy Smith

1-3 HP II

Shawn Moran

Steve Flatebo

Carey Trable

4-6 HP

Steve Moore

Billy Jewell

Steve Zimmerman

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CALENDAR

Calendar listings are a free CN service. Information, changes, and cancellations are the sole responsibility of the promoters...check on an event before going. All calendar info must be in writing and at CN by noon Thursday for the next issue. Send to CYCLE NEWS CALENDAR, Box 498, Long Beach, Ca. 90801.

August 13-19

PENNSYLVANIA MOTORCYCLE WEEK

Proclaimed by Governor Milton Shapp in honor of Koni/Pocono AMA National Motorcycle Jamboree, Road Race, and Motocross. Amateur road racing, enduro, sidcar competition, antique cycle parade, international superbike display, free motorcycle movies, free camping included. Highlights will be AMA National Championship MX on 8-18 and National Championship Road Race 8-19. Be there!

Wednesday, Aug. 15

SHORT TRACK

Fremont Rcw., Cal. Open: 4, prac: 5, race: 7. Ride or watch: \$2.50. D-36. 415/327-4461.

CMC MOTOCROSS

Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30, \$5 per class. CMC license required.

USMRC MOTOCROSS

El Toro, Cal. A. Junior. Start: 7pm.

CMC CLASS A SPEEDWAY

Orange County Int. Rcw., Sand Cnyn Rd from Santa Ana Fwy, El Toro, Cal. Adm: \$2.75. Start: 8pm.

Thursday, Aug. 16

SUZUKI FUNFAIR

Fashion Island, Newport Beach, Calif.

CMC MOTOCROSS

Orange County Int. Rcw., Cal. Open: 4:30, sign by 6:30, race: 7:30, \$5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX

Olinda Elementary School, Brea, Calif. Start 2:00 pm, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

Friday, Aug. 17

AME MOTOCROSS

Indian Dunes, Valencia, Cal. Sign: 6, prac: 6:30, race: 8. Beg: Jr; Int; Sr; mini; PP; oldster. Post: \$5/\$10. 20% trophies, 100% pay back. 213/675-1922.

AMA PRO HALF-MILE

Ascot Park, Gardena, Cal. Ex; Jr; Nov. Sign: 5:30, race: 8:30.

USMRC MOTOCROSS

El Toro, Cal. Right of San Dir. Fwy at El Toro Rd. Sign: 5, prac: 6, race: 7. Enter: \$5. 714/321-3264 or 830-8050.

AMA AMATEUR SCRAMBLES

13500 SE Lawnfield Rd., Clackamas, Ore. Oregon Sidewinders. 659-1022. Sign by 6:45, race: 7.

AMA SEMI-PRO SHORT TRACK

T-Car Spdwy., Carson City, Nev. Open: 7, race: 8. 702/882-5030.

CMC MOTOCROSS

Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. \$5 per class and CMC license.

OWYHEE MC CLUB AMA MX

Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

SHORT TRACK

Sonoma-Marin Frgrnds., Petaluma, Cal. D-36. Ride: \$3, watch: \$2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

AMA TT SCRAMBLES

Santa Maria Speedway. Take Maricopa-Bakersfield turn off Hwy 101 just north of Santa Maria. Sign up 5:30 pm, practice 6:00 pm, Entry \$1.00. Free camping.

AME NIGHT MX

Indian Dunes, Valencia, Cal. Post entry Sportsman \$5; Seniors \$10. Watch: \$2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

Saturday, Aug. 18

CMC SHORT TRACK

Redwood Acres, Eureka, Cal. Sign: 5:30. Enter: \$5. 100% back to Expert.

ELSINORE RCWY.

Elsinore, Cal. Every Saturday night. Mrs. Fortune. What is it, you ask? Beats me. Honest folks, this is all the note on my desk said.

SEMI-PRO SCRAMBLES

Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4 pm, \$2.50 ride or watch. \$200 purse for Ex and trophies for Sptmn.

CRC MOTOCROSS

Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex. 20% trophies same day. 714/688-1291 or 830-7519.

MOTOCROSS

Arizona Cycle Park, Phoenix, Ariz. Open: 5:30 pm, prac til 7:30 pm, race: 8 pm, Race: \$6, watch: \$3. Beg; Nov; Am; Ex.

BICYCLE MOTOCROSS & GRAN PRIX

Mailbu Country Club, Nov: free, Jr: \$2.5, Sr: \$5.0. Start: 5 pm. Motorcycle riding, swimming and camping. Trophies. Call Don at 213/457-7142 for directions.

AMA SHORT TRACK

Santa Maria Speedway. Take Maricopa-Bakersfield turn off Hwy 101 just north of Santa Maria. Sign up 5:30, prac: 6:00. Entry fee \$1.00.

TT SCRAMBLES

Elsinore Rcw., Elsinore, Calif. Gates open 4 pm, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

D-36 SCRAMBLES

Vallejo Speedway, Vallejo, Calif. Mini, Nov 100; 125; 200; 250; Open, Am 125; 200; 250; Open, Ex. 125; 200; 250; Open. Gates open 4:30 pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. \$2.50 watch, 10-13 yrs. \$1.50, under 10 free. Pits \$3.00. Info 707/644-0741.

D-36 AMATEUR SCRAMBLES

3800 Depot Rd., Hayward, Cal. Signup 4 to 6 pm, practice 4 to 5:45, race 7:30. \$2.50 ride or watch, \$1.00 second bike. All classes, silencers under 92dba required. Info: 415/276-9085.

HRA TT AND HALF MILE

395 Cycle Park, Adelanto, Cal. Signup by 7 PM, race 7:30. Entry \$2.50, gate \$1.50. No membership required. 25% big brass same night. Info: 714/246-6109.

D-37 TT SCRAMBLES

Elsinore Raceway, Elsinore, Cal. All classes. Sign up 6-7:30 pm, practice 6:30-7:30, first race 8:00. Sidehacks, powder puffers, and Old Timers welcome. Pit area will be used. Info: 714/871-7141. Gripsters MC.

SUPER FUN MOTOCROSS

Saddleback Park, Irvine, Calif. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info 714/557-9243.

MOTOCROSS

Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

MORENO VALLEY MC MX

De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, race \$4.00. Info: 714/735-1301.

PRO SHORT TRACK

Fremont Raceway, Fremont, Cal. \$1200 purse. Gates open 6 PM, race 8 pm. Info: 415/327-4461.

TRIALS SCHOOL

Reche Canyon, Colton, Cal. Take Riverside Frwy. to Barton Rd. to Reche Cyn. Rd. 10 am. \$5 mail, \$7.50 post. Mail entries to 12787 Reche Cyn., Colton, Cal., 92324. Info: 714/825-7349.

SRA CLASS A PRO SPEEDWAY

Town & Country Fairgrounds, Napa, Cal. Corner of 3rd St. & Silverado Trail. 8:00 PM. Info: P.O. Box 2415, Napa, Cal. 94558.

CMA SHORT TRACK

National Date Festival Fairgrounds, Indio, Cal. All classes. 200% Sr. payback. Ascot riders welcome. Practice 6:30 pm. Info: 714/347-3185.

PRO SHORT TRACK

Fremont Raceway, Fremont, Cal. Durham Road turnoff of Nimitz Fwy (Hwy 17). Gates open 5 PM, practice 6:30, race 8:00. Adults \$3, Kids 75 cents.

NEW BX

7th near Studebaker, Long Beach. Parking across street. Sign up at 11:00 AM, race at noon. 50 cents entry, 30% brass.

THE RESULTS ARE IN...

Earl Esson, riding for Dirt Bike West

on his 1974* Carabela 125 MX

performs these feats...

1st. 125cc Junior July 11, 1973

Ascot Park

1st. 125cc Junior July 18, 1973.

Ascot Park

2nd. 125cc Junior Aug. 1, 1973

Ascot Park



Carabela

172 Freedom Avenue
Anaheim, Calif. 92801
(714) 870-5243

*Available At Your Carabela Dealer Now!

CALENDAR

AMA NATIONAL CHAMPIONSHIP MX
Pocono International Raceway, Pocono, Pa. See Miss Koni-Pocono Jamboree clown around on seat of a Honda 500 pace bike. More info under "Pennsylvania MX Week" listing for Aug. 13-19, or P.O. Box 500, Mt. Pocono, PA 18344.

August 19-25

BONNEVILLE SPEEDWEEK
Bonneville, Utah. Pre by July 15 to Earl Flanders, Box 2297d, Pasadena, Cal. 91105.

Sunday, Aug. 19

CMC MOTOCROSS
Redwood Acres, Eureka, Cal. Sign: 8:30. Enter: \$5. Experts: 100% back.

AME MOTOCROSS
Rawhide Park, Elsinore, Cal. Beg: Jr; Int; Sr; mini; Oldster; PP. Sptm. mail \$5/Sr: \$10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8:00, race: 9:00. Post: \$7/\$12. 213/675-1922.

MOTOCROSS
Edwards AFB, E of Rosemead, Cal. Sign: 7:30, race: 9:30. Ride: \$3. Watch free.

DRA HARE SCRAMBLES
2/23 mile loops. Beg: Nov; Am; Ex. 20% brass & pins. Sign up: Sat & Sun am. Start 8:30. Lined from Lucerne to Soggy Dry Lake area, 4-wheel rescue, ambulance, catering, restrooms & S.C.A.T. Info: 714/346-9335.

NRA MOTOCROSS
Canyon Park, San Bernardino, Cal. Beg, Jr, Int, 40% brass, Sr: 100% brass. No memb. 714/686-291.

MOTOCROSS
Wilber, Nebraska. Lincoln MX Club. 402/423-9083.

CRC COCK'S CROW ENDURO
Sidewinder Rd., Barstow, Cal. 20% trophies and pins. Young; old; PP; mini. Start: 7:01. Send \$7.50 and 2 SASE to CRC, 6625 Dorinda, Riverside, Cal. 92503. Post: \$8.50. 714/688-1291.

TT SCRAMBLES
De Anza Park, Sunnymead, Cal. Sign: 8:30, prac: 9:30. Gate: \$1/\$2. Enter: \$2.50, 30% trophies. TJE.

AMA NATIONAL CHAMPIONSHIP RR
Pocono International Raceway, Pocono, Pa. See Miss Koni "Hennigan" Pocono Jamboree clown. More info under "Pennsylvania MX Week" listing for Aug. 13-19, or from P.O. Box 500, Mt. Pocono, Pa. 18344.

CRA MOTOCROSS
Three 15 minute motos. All classes. Practice 7:30, race 9:00. \$4 enter, \$2 gate, \$1 watch. No membership req. De Anza Cycle Park, 5 mi East of Sunnymead on US 60 — take Theodore off ramp. Info: 714/849-8481.

MARATHON
Fremont Raceway, Fremont, Cal. Two man, two hour. Gates open 8:30 am, \$1 spectators, \$6 racers. 125 race at 9:30, 250 race at noon. Open race at 2:30. Info: 415/327-4461.

D-37 DUAL EURO SCRAMBLES
Lined from Routes 395 and 58, Four Corners, Cal. Entry \$3.25 plus \$1.00 BLM fee. Sign up Aug. 18 4 to 6 PM, Aug. 19 6 AM. First event 8. Rescue 3. Rams & Prospectors MC. Info: 213/676-1205.

TRIALS SCHOOL
Reche Canyon, Colton, Cal. Take Riverside Frwy. to Barton Rd. to Reche Cyn. Rd. 10 am. \$5 mail, \$7.50 post. Mail entries to 12787 Reche Cyn., Colton, Cal. 92324. Info: 714/825-7349.

CMC MOTOCROSS
Saddleback Park, Orange, Cal. Sptm. mail \$5, Ex: \$10 to Box 1402, Costa Mesa, Cal. 92626. Post: \$10/\$15. 100% back to Ex. Gate: 6:30, prac: 7:30, sign by 8:30, race: 9.

MOTOCROSS
Meyer Rcw., 1 hr N of Phoenix.

MOTOCROSS
Under the E Street Bridge in Marysville, Cal. AMA. Yuba Sutter MC. Sign: 6:30 am. Ride: \$5, watch: \$2.

ACA ROAD RACE
Carlsbad, Cal. \$10 pre to 1409 Cypress Pt. Rd., Placentia, Cal. 92670. Post: \$15. Start: 10am. 714/524-6984.

NRA MX
Indian Dunes, Valencia, Cal. Beg; Jr; Int; Sr; mini; PP. 30% brass, cash payback to Senior. No membership, no mail entry. Info: 714/688-1291.

CRC MX
Carlsbad Rcw., Carlsbad, Cal. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Oldster; PP; Youngster. No membership required.

ITA TRIALS & SCHOOL
Escape Country, Trabuco Canyon, Calif. For Beginners & Novices, but all classes welcome. Sign up 9:00 am, school 10:00 am, competition 12:00. Taught by leading Trials Masters. \$2.00 for school, \$5.00 for trials. Info: 714/979-9233.

D-37 MOTOCROSS
De Anza Cycle Park, 10 miles east of Riverside on Us 60, take Theodore off. Mail Entry \$5.00, post \$8.00. Double Crossers MC. 1313 Jacaranda, Fullerton, Calif. 92633. Info: 714/525-2163.

BARF MX
Sand Hill Ranch, 14 miles north of Livermore, Calif., on Vasco Rd. New track. Nov-Int \$6/\$8, Experts \$10/\$15. All classes plus powder puff and Old Timers. 30% brass, 100% exp. payback. Send entries to BARF, 3765 Washington Blvd., Fremont, Cal. 94538.

PMA "ALL JUNIOR DAY" MX
Bay Mare, 40% brass, Beg; Mini, 100, 125, 250, Open, PP & Vets. Sign up 7am, practice 8, race 9. Info: 805/482-5220 or 805/647-4657.

D-37 TT SCRAMBLES
Corona Rcw., Corona, Calif. Gate open 7 am, sign up 8 am, race 9 am. Info: 714/870-5220.

SPEED WEEK GRAND PRIX
Jim's Casino, W. Wendover, Nev. Start: 1:30. Enter: \$7. Trophies and pins. 100% cash back to Ex; SRA. 80 miles.

CRC MOTOCROSS
Indian Dunes, Valencia, Cal. Beg; Nov; Int; Ex; mini; young; day. No memb. Canceled! PP. 40% trophies. Info: 714/688-1291 or 213/833-7519.

CLOVERFIELD MX
Cloverfield Airport, Friendswood, Texas. Take I-45 to Choate Rd., and follow signs. Gates open 9:00 am, riders meeting 11:30, race 12:00. Practice for PP, Mini, and over 40 11:00-11:30. All classes, trophies, Exp. money. Silencers required. Watch \$2.50, ride \$4.00. Info: 713482-7551.

AMC MX
Carlsbad Raceway, Carlsbad, Calif. No membership required.

NRA MX
Indian Dunes, Valencia, Calif. Beg; Jr; Int; Sr; PP; minis. 30% brass, cash payback to Senior. No membership, no mail entry. Info: 714/688-1291.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

D-38 TT SCRAMBLES
Dehesa Park, near San Diego. Sign: 8:30, prac: 10, race: 11. 714/447-7083.

MOTOCROSS
Lake Delores, Cal. Barstow MC. Sign: 7:30, race: 9. Enter: \$3.25. 20 mi E of Barstow, Cal. Swimming and camping.

Tuesday, Aug. 21

OWYHEE MC CLUB AMA F.T.
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 8 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Aug. 22

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm, sign by 6:30, race: 7:30. \$5 per class. CMC license required.

CMC CLASS A SPEEDWAY
Orange County Int. Rcw., Sand Cyn Rd from Santa Ana Fwy, El Toro, Calif. Adm: \$2.75. Start: 8pm.

D-36 SHORT TRACK
Minis and Sportsmen, Fremont Raceway, Fremont, Cal. Gates open 4 PM, practice 5 PM, race 7. \$2.50 ride or watch. Info: 415/327-4461.

Thursday, Aug 23

CMC MOTOCROSS
Orange County Int. Rcw., Cal. Open: 4:30, sign by 6:30, race: 7:30, \$5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea, Calif. Start 2:00 pm, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

Friday, Aug. 24

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30, \$5 per class and CMC license.

SHORT TRACK
Sonoma-Marin Frnds., Petaluma, Cal. D-36. Ride: \$3, watch: \$2.50. Class C traction. Sign: 5, prac: 6, race: 7:30. 707/762-8581.

MOTOCROSS
Boise, Idaho. Open: 4, race: 7. Ride: \$2, watch: \$1.50. Camping. 208/344-3041 or 375-6863.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

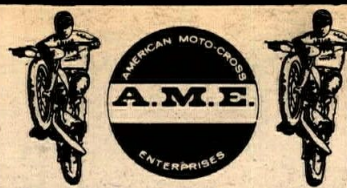
AMA PRO HALF-MILE
Ascot Park, Gardena, Cal. Ex; Jr; Nov. Sign 5:30 pm, race 8:30.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman \$5; Seniors \$10. Watch, \$2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. All classes, plus Black Plate point race. Gates open 4 PM, practice 5, race 7. \$2.50 race or watch. Silencers, kill buttons required. Info: 415/327-4461.

Saturday, Aug. 25

SEMI-PRO SCRAMBLES
Triple 'M' Raceway, Marysville, Cal. AMA. Sign: 4pm, \$2.50 ride or watch, \$200 purse for Ex and trophies for Sptm.



SUNDAY MX EVENTS

Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff.
SCHEDULE OF COMING EVENTS

August	September
19 — Rawhide	2 — Carlsbad
26 — Muntz	9 — Indian Dunes

SILENCERS REQUIRED. Sportsman classes \$5. mail, \$10. post. Seniors \$10. mail, \$15 post. All entries must be received no later than Friday before each event. A.M.E. membership, & 3 number plates required. Gates open 6:30 A.M. Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

FRIDAY NIGHTS M.X. INDIAN DUNES

no mail entry
Post entry at track \$5. post Sportsman, \$10. Seniors. \$2.00 track admission. 20% trophies. 100% pay-back to Seniors. Sign-up 6 P.M. Practice 6:45 P.M., 1st race 8 P.M. sharp. Phone MON thru FRI 213-675-1922.

EVERY SATURDAY MX INDIAN DUNES

(Spectator admission when accompanying a competitor on track). Sportsman classes \$5. mail, \$10. post. Senior classes \$10. mail, \$12 post. Sign-up 6 P.M. Practice 8 A.M., 1st race 9 A.M. Info Mon-Fri. 213-675-1922.

SPILLWAY CYCLE PARK Santa Maria, California

1st Sunday of each month, A.M.E. sanctioned M.X. events. Sportsman classes \$5.00 Mail, \$10.00 Post. Senior Classes \$10.00 Mail, \$15.00 Post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805-937-4043 1-6 P.M. M-F.

BAYMARE MX PACIFIC MOTOCROSS ASSOCIATION

(NO MEMBERSHIP REQUIRED)
50% Super Trophies

SUNDAY AUG. 19

ALL JUNIOR DAY

Separate classes for Beginners, Novice, Mini, 100, 125, 250, Open & Powder Puff and Veterans (over 35). Sign Up 7 am, Practice 8 am, Race 9am. Many Shade Trees to "Cool It" under.

Follow 101 to 23 at Thousand Oaks, travel north to 118. Left four miles to Balcom Canyon, Right to Bixby Rd. to end. Info: (805) 482-5220/647-4657.

COCKS CROW enduro

AUGUST 19

1st rider starts 7:01 am
Sidewinder Road — Barstow, Cal.
20% Trophies — Finisher Pins
A, B, C rider welcome. Classes for Under 16 & +35. 100% Trophies for PP & Minis.
Send 2 SASE & \$7.50 to CRC, 6625 Dorinda, Riverside, Ca. 92503.
Post Entry \$8.50. Fun course.

CRC (714) 688-1291

NRA National Racing Association

Aug. 19 — Indian Dunes
Valencia
30% Trophies — CASH PAYBACK
Beginners-Jr-Int-Sr-PP-Mini
NO Membership — NO Mail Entry

AUG. SPECIAL

\$1.00 Discount To All Members Of CRC, AME, CMC, BCA, AMC & NMA.
714-688-1291

REGULARLY SCHEDULED EVENTS

Attention Promoters:

For listing in this column call or write:
Cycle News, Box 498,
Long Beach, Ca.
90801.

(213) 427-7433.

Every Saturday Night

Perris Raceway T.T. Scrambles.
Gates open 5:00 p.m. Sign-up closes 7:30 p.m. All classes. Members \$3.50. Non-members \$4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

Every Saturday

Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with \$10.00 post. Gate \$2.00, Entry \$4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. Take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

Every Saturday Nights,

Elsinore Raceway TT Scrambles.
Gates open 4 p.m., sign up 5 to 7:30. Practice 6:30, race 8. Admission \$1.50. Race \$2. Camping Free. Sunday Practice \$1 per bike, silencers required. (714) 826-2386.

Every Sunday

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 a.m. Sign Up 7:00 a.m. For information call: (213) 921-5466.

First & Third Sundays

Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy., I-15, take Minneola off ramp. Lined. 7:30 a.m. sign up. 9 a.m. race. \$3.25 ride, \$1.50 & .75 watch. Primitive camping. Swimming, fishing. For info. call (714) 257-3315 or (714) 252-2070.

Reach Out Rialto MX

(Every third Sunday of the month.) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info. call (714) 874-4422, (714) 874-0743.

DRA Desert Racing Assoc

Presents
A HARE SCRAMBLES
2 — 21 Mile Fun Loops
Beginn-Novices-Am-Experts
20% Trophies — Finisher Pins
DRA Points — Sign Up Sat. & Sun. a.m.
Start 8:30 am — Arrive Early
AUGUST 19
Lined from Lucerne
to Soggy Dry Lake area
4-wheel rescue crews
S.C.A.T. Communications
Ambulance — Catering — Restrooms
Info: 714-346-9335

CALENDAR

CRC MOTOCROSS
Arroyo, Calif. Devore,
Cal. Beg. 10:00 am, Int; Ex; 20%
trophy same day.
714/826-1291 or
213/83-519.

TT SCRAMBLES
Elsinore Raceway,
Elsinore, Calif. Gates open
4 pm, sign up 5 to 7:30,
practice 6:30, race 8.
Watch \$1.50, race \$2.00.
Free camping, silencers
required. Sunday practice
\$1.00 per bike. Info:
714/826-2386.

MORENO VALLEY MC MX

De Anza Park, 10 miles
east of Riverside on US 60,
take Theodore off. Sign in
7:30, race 9:00. Gate
\$2.00, race \$4.00. Info:
714/735-1301.

MOTOCROSS
Arizona Cycle Park,
Phoenix, Ariz. Open:
5:30pm, prac til 7:30,
race: 8. Race: \$6, watch:
\$3. Beg; Nov; Am; Ex.

BRA ENSENADA 300
Baja Champions and
Manufacturers Trophy
points. Info:
903/762-2948.

MOTOCROSS
Escape Country,
Trabuco Canyon, Calif. 13
miles east of El Toro.
Membership \$5. All classes
race. Gates open 7am, sign
up until 8:30 am, practice
8am, race 9:30. Mail entry
\$3, phone entry \$4, post
entry \$5. Experts mail
\$10, phone \$11, post \$15.
Info 714/586-7964.

**SUPER FUN
MOTOCROSS**
Saddleback Park, Irvine,
Calif. No mail entry, \$6
post entry. Three 20
minute motos. Gates open
at 7:30. Experts \$10.
100% payback. Info
714/557-9243.

**D-36 WHITE PLATE
SHORT TRACK**
Sonoma County
Fairgrounds, Santa Rosa,
Calif. Signup 4-6 PM,
practice 5-6, race 6:30.
Watch \$2, under 12 free
with adult, over 65 free,
pits \$3.00. Info:
707/383-2731.

**AMERICAN TRI
SPORT ASSOC. TT**
395 Cycle Park,
Adelanto, Cal. Gate \$1.50.
Info: 714/246-6109.

**CERA BAKER TO
ASH MEADOWS
ENDURO**
Hwy. 127 North of
Baker, Calif. One Star
Night Enduro (Rally type).
125 easy miles. First rider
out at 8:01 pm, lights and
street legal, all classes. Mail
entry \$8.50. CERA
members \$7.50. Teams
\$9.50 per riders. CERA,
PO Box 2102, Cypress,
Calif. 90630. Include 2
Large SAS Envelopes. Info
714/527-4927. Big bash
afterwards.

AMA D-36 SCRAMBLES
3800 Depot Rd.,
Hayward, Calif. Practice &
sign up 4 to 6, race 7:00.
\$2.50 ride or watch, \$1.00
2nd motor.

**SAMMY MILLER
TRIALS SCHOOL**
Saddleback Park, Irvine,
Cal. 25 Masters and
Experts only, \$15.00 each.
Sponsored by Cycle World
in preparation for January
1974 FIM Trials held in
USA to determine World
Trials Champion. Info:
714/639-5832.

D-36 SEMI PRO MX
Fremont Raceway,
Fremont, Cal. 125, 250,
Open classes. Info:
415/327-4461.

D-36 SCRAMBLES
Vallejo Speedway,
Vallejo, Calif. Mini, Nov
100; 125; 200; 250; Open,
Am 125; 200; 250; Open,
Ex. 125; 200; 250; Open.
Gates open 4:30 pm, sign
up 4:30 to 6:30, practice
5:30 to 6:30, race 7:30.
Silencers required. \$2.50
watch, 10-13 yrs. \$1.50,
under 10 free. Pits \$3.00.
Info 707/644-0741.

**SRA CLASS A PRO
SPEEDWAY**
Town & Country
Fairgrounds, Napa, Cal.
Corner of 3rd St. &
Silverado Trail, 8:00 PM.
Info: P.O. Box 2415,
Napa, Cal. 94558.

ELSINORE RCWY.
Elsinore, Cal. Every
Saturday night. Mrs.
Fortune. What is it, you
ask? Beats me. Honest
folks, this is all the note on
my desk said.

August 25-26

**SCMA 3RD ANNUAL
OVERNIGHTER**
Santa Maria County
Fairgrounds, Info:
805/922-4878.

Sunday, Aug. 26

RRA MOTOCROSS
Rawhide Park, Cal.
Start: 9am. Enter: \$6. Beg;
Nov; Int; mini; oldster.
40% trophies.
213/921-5466.

ENSENADA 300
Santa Tomas, 28 mi S
of Ensenada. 5/58 mi
loops. Enter:
\$200/\$5/\$10. \$120 plus
back per entrant. Baja
Racing Assoc., Box 1803,
Calexico, Cal. 92231.
903/762-2948.

**CRC DESERT
TEAM RACE**
Lucerne Valley, Camp
Rock Road, Beg: Nov; Jr;
Ex; mini; PP; young; old.
20% trophies. No
membership. 2 riders on
one or two bikes.
714/688-1291 for info.

MOTOCROSS
Goleta, Calif. Take US
101 to Los Carneros off
ramp, west end of Santa
Barbara Airport. All
classes, PP & minis.
Trophies same day. Entry
\$4.00. Sign up 8:00-8:30.
Silencers required. Info:
805/967-5313.

POKER RUN
De Anza Park, 10 miles
east of Riverside on US 60,
take Theodore off. Sign in
7:30, run 9:00. Trophies
and prizes. Sponsored by
Moreno Valley MC. Info:
714/735-1301.

D-36 SCRAMBLES
California Rodeo
Grounds, North Main St.,
Salinas, Calif. Gates open
7:00 am, practice 7:30,
sign up by 9:00, parade
10:30, race 11:00. Entry
\$2.50, spectator \$2.50,
6-12 \$1.00, under 6 free.
Benefit for Elk's Cerebral
Palsy Fund.

CMC MOTOCROSS
Carlsbad Raceway,
Carlsbad, Calif. Gates open
6:30 am, sign up
6:30-8:30, practice
7:30-8:30, race 9:00. Info:
CMC, P.O. Box 1402,
Costa Mesa, Calif. 92626.
Camping at track.

CRC MX
Indian Dunes, Valencia,
Calif. Info: 714/688-1291.
Beg; Nov; Int; Sr; mini;
old; PP; young. No
membership required.

MOTOCROSS
Escape Country,
Trabuco Canyon, Calif. 13
miles east of El Toro.
Membership \$5. All classes
race. Gates open 7am, sign
up until 8:30 am, practice
8am, race 9:30. Mail entry
\$3, phone entry \$4, post
entry \$5. Experts mail
\$10, phone \$11, post \$15.
Info 714/586-7964.

AMC MX
Saddleback Park, Irvine,
Calif. No membership
required.

CRA MOTOCROSS
3-15 min. motos. All
classes. Practice 7:30, race
9:00. \$4 enter, \$2 gate, \$1
watch. No membership
req. De Anza Cycle Park, 5
miles east of Sunnymead
on US 60 - take Theodore
off ramp. Information
714/849-8481.

MX SWAP MEET
Rose Bowl, Pasadena,
Cal. 9 Am to 3 PM. Sell,
\$5. Buy \$1. Info:
213/588-7310.

AME MX
Muntz Cycle Park,
Moorpark, Cal. Beg: Jr; Int;
Sr; Mini; Old; PP. Silencers
required. Sportsman classes
\$5 mail, \$10 track; Seniors
\$10 mail, \$15 track. AME
membership, 3 plates.
Gates open 6:30 AM,
practice 8, race 9. AME,
13004 S. Washington,
Hawthorne, CA 90250.
Info: 213/675-1922.

D-36 HALF MILE
Napa Fairgrounds,
Calistoga, Cal. 18 miles
east of Santa Rosa. Gates
open 8am, practice 10,
mufflers required, class
"C" traction. Black plates
free, spectators \$2.00, pits
\$3.00 plus AMA
membership. Nov. 100;
125; 200; 250; 360; Jr.
200; 250; 360, Ex. 250;
360. Info: 415/457-1333.

CMC MOTOCROSS
Sunnyvale PAL Track,
Sunnyvale, Ca. North on
Mathilda Ave. from Hwy
101, 1/2 miles past
Lockheed plant. Sr. entry
\$10 mail, \$15 post; Jr.,
Old Timers, \$6 mail, \$8
post; Mini \$3 mail, \$5
post. Gate opens 6:30 am,
practice 7:30, race 9:00.
CMC license required. P.O.
Box 1348, Cupertino,
Calif. 95014.

D-36 HALF MILE
Calistoga, Cal. 18 miles
east of Santa Rosa. Gates
open 8am, practice 10,
race 1pm. Silencers
mufflers required, class "c"
traction. Black plates free,
spectators \$2.00, pits
\$3.00 plus AMA
membership. Nov. 100;
125; 200; 250; 360, Jr.
200; 250; 360, Ex. 250;
360. Info: 415/457-1333.

J.C. AGAJANIAN'S

Ascot

Presents

THE QUARTER MILE SHORT TRACK

You'll Never Forget



**FRIDAY,
AUGUST
17**

SEE THE NATION'S INDOOR POINT CHAMPIONS

#1- RICK HOCKING

&

#2- JOHN GENNAI

versus

Nat'l # 44

&

Nat'l # 98

DEWAYNE KEETER

JOHN HATELEY

(Former British Speedway Champ)

"Home of The National Numbers"

PIT GATE OPENS 5:30 P.M.
SPECTATOR GATE 6:00 P.M.
PRACTICE AT 6:30 P.M.
TIME TRIALS 7:00 P.M.

FIRST RACE
8:30 P.M.

No Increase in Prices

18300 S. Vermont, Gardena, California

CALENDAR

ACA ROAD RACE
Willow Springs, Cal.
West of Rosemond. Mail
\$10 to 1409 Cypress Pt.
Rd., Placentia, Cal. 92670.
Info: 805/482-5220 or
805/647-4657.

PMA ALL CLASS MX
Bay Mare, Somis, Ca.
40% brass for Ceg; Nov;
Int; 100% payback for
Expert. Sign up 7 am,
practice 8 am, first race 9
am. Info: 805/482-5220 or
805/647-4657.

D-37 TT SCRAMBLES
Corona Raceway,
Corona, Calif. Gate open 7
am, sign up 8, race 9. Info:
714/870-5220.

D-37 HARE SCRAMBLES
Stoddard Wells Road
Off I-15. No Pie Plates,
trail novices all the way,
two 35 mile loops. \$4.50
entry/BLM, Rescue 3;
points and hot hats to
finishers. 9am start.
Barstow MC.

Tuesday, Aug. 28

OWYHEE MC CLUB AMA
F.T.
Boise, Idaho. Follow
signs from end of Harrison
Blvd. Entry \$2.25, race 8
pm. Watch \$1.50, under
twelve free with adult.
Food and drinks at track,
free camping. Info:
209/375-6863 or
208/344-3041.

POLITICAL
ENDURO
San Diego County ORV
C o m m u n i t y
Administration Agency,
1600 Pacific Hwy., San
Diego, Cal. Room 351,
7:30 PM. Will establish
work program for
developing ORV site
criteria, look at slide show
of private parks. Hot dog!
A government level
actually doing something
with green stickie money
and county loot! Go!

Wednesday, Aug. 29

CMC CLASS A
SPEEDWAY
Orange Cnty. Rcw.,
Sand Canyon Rd, from I-5.
Adm: \$2.75. Start: 8pm.

SHORT TRACK
Minis and Sportsman.
JO Series finale, leathers to
high point, Bell helmets,
other contingencies. Gates
open 4 PM, race 7, \$2.50
ride or watch. Info:
415/327-4461.

CMC MOTOCROSS
Ascot Park, Gardena,
Cal. Open: 4:30 pm sign
by 6:30, race: 7:30, \$5 per
class. CMC license
required.

Thursday, Aug. 30

CMC NIGHT
MOTOCROSS
Orange County Rcw.,
Sand Canyon Rd, from I-5.
Open: 4:30, sign by 6:30,
race: 7:30. \$5 entry per
class and CMC license.

BREA RECREATION
DEPARTMENT BX
Olinda Elementary
School, Brea, Calif. Start
2:00 pm, free entry. Take
Carbon Canyon Road to
Olinda. Info: call Brian at
524-1866.

AMA PRO
SHORT TRACK
Antelope Fairgrounds,
Lancaster, Cal. Class C,
Nov/Jr/Ex. \$1,200 purse.
First race 8:30 PM. Adults
\$2.00 grandstand, \$1.50
bleachers. Free fireworks
after races. Entries to
Aganian Enterprises, P.O.
Box 98, Gardena, Cal.
90247. Info:
213/323-5055.

Friday, Aug. 31

OWYHEE MC
CLUB AMA MX
Boise, Idaho. Follow
signs from end of Harrison
Blvd. Entry \$2.25, race 7
pm. Watch \$1.50, under
twelve free with adult.
Food and drinks at track,
free camping. Info:
208/344-3041.

AMA PRO HALF-MILE
Ascot Park, Gardena,
Cal. Ex; Jr; Nov. Sign 5:30
pm, race 8:30.

SHORT TRACK
Sonoma-Marin Frgrnds.,
Petaluma, Cal. D-36, Ride:
\$3, watch: \$2.50. Class C
traction. Sign: 5, prac: 6,
race: 7:30. 707/762-8581.

CMC MOTOCROSS
Irwindale, Cal. Open:
4:30, sign by 6:30, race
7:30. \$5 per class and CMC
license.

D-36 SHORT TRACK
Turlock Fairgrounds,
Turlock, Cal. Mini Cycles
signup 5-6:30 PM, big
bikes signup 5-7:00.
Practice 5:30-6:30. First
race 7:00. Silencers
required. \$2.50 ride or
watch. Class C traction.

AME NIGHT MX
Indian Dunes, Valencia,
Cal. Post entry Sportsman
\$5; Seniors \$10. Watch:
\$2. 21% brass, 100%
Senior payback. Sign up 6
PM, practice 6:45 PM, race
8. Info: 213/675-1922.

Saturday, Sept. 1

CRC MOTOCROSS
Arroyo, Devore,
Cal. Beg; Nov; Int; Ex. 20%
trophy, same day.
714/688-1291 or
213/830-7519.

MOTOCROSS
Arizona Cycle Park,
Phoenix, Ariz. Open: 5:30
pm, prac til 7:30, race: 8.
Race: \$6, watch: \$3. Beg;
Nov; Am; Ex.

TT SCRAMBLES
Elsinore Raceway,
Elsinore, Calif. Gates open
4 pm, sign up 5 to 7:30;
practice 6:30, race 8.
Watch \$1.50, race \$2.00.
Free camping, silencers
required. Sunday practice
\$1.00 per bike. Info:
714/826-2386.

MOTOCROSS
Moreno Valley MC, De
Anza Park, 10 miles east of
Riverside on US 60, take
Theodore off. Sign in 7:30,
race 9:00. Gate \$2.00.
Race \$4.00. Info:
714/735-1301.

D-36 SCRAMBLES
Vallejo Speedway,
Vallejo, Cal. Nov. 100;
125; 200; 250; Open, AM
125; 200; 250; Open, Ex.
125; 200; 250; Open.
Gates open 4:30 pm, sign
up 4:30 to 6:30, practice
5:30 to 6:30, race 7:30.
Silencers required. Info:
707/644-0741.

SUPER FUN
MOTOCROSS
Saddleback Park, Irvine,
Calif. No mail entry, \$6
post entry. Three 20
minute motos. Gates open
at 7:30. Experts \$10.
100% payback. Info:
714/557-9243.

MOTOCROSS
Escape Country,
Trabuco Canyon, Calif. 13
miles east of El Toro.
Membership \$5. All classes
race. Gates open 7am, sign
up until 8:30 am, practice
8am, race 9:30. Mail entry
\$3, phone entry \$4, post
entry \$5. Experts mail
\$10, phone \$11, post \$15.
Info 714/586-7964.

ELSINORE RCWY.
Elsinore, Cal. Every
Saturday night. Mrs.
Fortune. What is it, you
ask? Beats me. Honest
folks, this is all the note on
my desk said.

D-36 SCRAMBLES
Fremont Raceway,
Fremont, Cal. Gates open
3:30 PM, practice 5 PM,
race 6:30 PM. \$2.50 race
or watch. Silencers,
mufflers required. Info:
415/327-4461.

September 1-3

CMC MX
French's Camping
Resort, eight miles south
of Garberville, Cal. east
side of Hwy. 101. Sign up
6:30 AM Sun. and Mon.
Entry \$5 per rider. Sept. 1,
Saturday, track open for
practice. Races start at
9:30 AM each day. Sat.
night Spaghetti feed,
\$1.25. Sun. and Mon.
mornings pancake
breakfast 75 cents.
Camping reservations from
French's Campground,
Richardson Grove, Cal.
New track. 40% trophies.
Info: 707/247-3380.

Sunday, Sept. 2

AMA MOTOCROSS
Lake Madera, Cal. Sign
7:30, race 9. Enter: \$5.
Watch: \$1.50. Trophies at
track.

MOTOCROSS
Rawhide F.C., Elsinore,
Cal. Open: 5am, sign: 7,
race: 9. Enter: \$6, Ex:
\$10. 100% back, 40%
trophies. Camping.
213/921-5466.

D-37 TT SCRAMBLES
Corona Raceway,
Corona, Calif. Gate opens
7 am, sign up 8am, race 9.
Info: 714/870-5220.

CRC MX
Rawhide Park, Elsinore,
Cal. Beg; Nov; Int; Ex; PP;
mini; young; old. 40%
brass same day. No
membership. Info:
213/830-7519 or
714/688-1291.

RAINIER BEER
RR SERIES
Race 3 at Portland
International Raceway
(West Delta Park),
Portland, Ore. GP/Prod/SC
Classes. AMA Amateur
event. Entry \$11. Sign up
& tech 8 AM. Free beer,
jackets, Valvoline oil to
racers. Poor man's
Talledega. Info:
503/282-4215.

MARATHON
Fremont Raceway,
Fremont, Cal. \$6 entry,
two man, two hour. 125
race at 9:30 AM, 250 race
at noon, Open race at 2:30
PM. 20% brass. Info:
415/327-4461.

MOTOCROSS
Muntz Cycle Park,
Moorpark, Cal. Sponsored
by Simi Valley Jaycees. \$6
mail, \$8 post entry. PP;
Mini; 100 Jr; 125 Jr; 250
Jr; 250 Jr; Open Jr; Open
Sr. Entries to P.O. Box
211, Simi Valley, Cal.
93065. Info:
805/527-7583 or
805/527-0073.

CMC RR
Orange County
International Raceway, El
Toro, Cal. Exit Santa Ana
Frwy. at Sand Canyon Rd.,
or the San Diego Frwy. at
Mountain Pkwy. \$3,000
rider insurance. Adults
\$2.50, 8-12 yrs. \$1.00.
Info: 714/838-3593.

MOTOCROSS
By Moreno Valley MC.
Practice 7:30, race 9:00.
Three 15 min. motos. All
classes, \$4 race, \$2 gate, \$1
spectators. De Anza Cycle
Park, 5 miles east of
Sunnymead on US 60, take
Theodore off ramp. In
formation 714/735-1301.

MOTORCYCLE &
BICYCLE GP
Malibu Country Club,
Encinal Canyon, Cal. First
Invitational Tournament of
Dirt Bikes. MC timed
events, Grand Prix start at
10 AM, Bicycle timed
events and GP start at 5
PM. Live dance band after
race. A real naked Lady
Godiva will cruise. Entry
\$4.00 for any or all events.
Get invitation from P.O.
Box 272, Malibu, Ca.
90265. Info:
213/457-7142.

ITA TRIALS
& SCHOOL
Saddleback Park,
Orange, Calif. For
Beginners & Novices, but
all classes welcome. Sign
up 9:00 am, school 10:00,
competition 12:00. Taught
by leading Trials Masters.
\$5.00 for Trials, \$2.00 for
school. Info:
714/979-9233.

SPORTS RIDERS
ASSOC. OF COLO.
MOTOCROSS
Berthoud, Colorado,
north of Denver on I-25 to
Berthoud Exit, then south
1 mile on frontage road.
Amateurs \$5, Expert \$10,
Amateurs race 9am, Expert
1 pm. \$1000 cash to
Experts and 30% trophies
to Amateurs. Sign up
Amateurs 7am, experts 12
noon. Admission \$3, free
camping. Valley Dirt
Riders.

AMC MOTOCROSS
Osteens Park, Pomona,
Calif. No membership
required.

MOTOCROSS
Escape Country,
Trabuco Canyon, Calif. 13
miles east of El Toro.
Membership \$5. All classes
race. Gates open 7am, sign
up until 8:30 am, practice
8am, race 9:30. Mail entry
\$3, phone entry \$4, post
entry \$5. Experts mail
\$10, phone \$11, post \$15.
Info 714/586-7964.

CMC MX
Saddleback Park, Irvine,
Ca. Gates open 6:30 am,
sign up 6:30-8:30, practice
7:30-8:30, first race 9:00.
Jr & Int \$5 mail entry, \$10
post. Exp. \$10 mil, \$15
post. Riders covered by
\$3,000 medical insurance.
CMC PO Box 1402, Costa
Mesa, Ca. 92626.

CLOVERFIELD MX
Cloverfield Airport,
Friendswood, Texas. Take
I-45 to Choate Rd., and
follow signs. Gates open
9:00 am, riders meeting
11:30, race 12:00. Practice
for PP Mini, and over 40
11:00-11:30. All classes,
trophies. Exp. money.
Silencers required. Watch
\$2.50, ride \$4.00. Info:
713/482-7551.

Monday, Sept. 3

PACIFIC COAST
CHAMPIONSHIP
HALF-MILE
San Jose County
Fairgrounds, 344 Tully
Road, San Jose, Calif. 2
pm. \$3,000 purse. Adults
\$4.00, kids under 12
\$1.00.

AMA SEMI PRO
SHORT TRACK
Lodi Cycle Bowl, Lodi,
Cal. Sign up 8:30 to 11am,
practice 9 to 11:30, race at
noon. All classes. Class C
traction. Info:
209/462-0420.

D-37 EUROPEAN
SCRAMBLES
Indian Dunes, Valencia,
Cal. Sign up Sept. 1 from
noon 'till dark, Sept. 2,
6:00 AM. Start: 8:00.
Info: 213/598-2650 or
213/421-0961.

BX & MX
Malibu Country Club,
Encinal Canyon, Cal. Last
day of First Invitational
Tournament of Dirt Bikes.
Bicycle fun events start at
10 AM, MC practice for
MCMX Championship
starts at 11 AM. Prize and
trophy presentations in
evening. Naked lady will be
there \$5 for MX, \$1 for
Bicycle events. Get
invitation from Box 272,
Malibu, Ca. 90265. Info:
213/457-7142.

LABOR DAY MX
100% trophies to
Beginners & Juniors. 50%
cash payback to Seniors &
Intermediates. 7 AM sign,
7:30 practice, 9 race.
Three 15 minute motos per
class. Entry fee: \$7 Beg &
Jr; \$10 Seniors. 3 number
plates, \$2 gate, \$1 watch.
De Anza Cycle Park, 13
miles east of Riverside on
US 60, take Theodore off
ramp. Information
714/849-8481.

\$3000 REGIONAL
HALF MILE
Santa Clara County
Fairgrounds, San Jose, Cal.
Info: 415/327-4461.

Tuesday, Sept. 4

OWYHEE MC CLUB AMA
F.T.
Boise, Idaho. Follow
signs from end of Harrison
Blvd. Entry \$2.25, race 8
pm. Watch \$1.50, under
twelve free with adult.
Food and drinks at track,
free camping. Info:
209/375-6863 or
208/344-3041.

Wednesday, Sept. 5

CMC MOTOCROSS
Ascot Park, Gardena,
Cal. Open: 4:30 pm sign
by 6:30, race: 7:30, \$5 per
class. CMC license
required.

CMC CLASS A
SPEEDWAY
Orange Cnty. Rcw.,
Sand Canyon Rd, from I-5.
Adm: \$2.75. Start: 8pm.

Thursday, Sept. 6

CMC NIGHT MX
Orange County Rcw.,
Sand Canyon Rd, from I-5.
Open: 4:30, sign by 6:30,
race: 7:30. \$5 entry per
class and CMC license.

BREA RECREATION
DEPARTMENT BX
Olinda Elementary
School, Brea, Calif. Start
2:00 pm, free entry. Take
Carbon Canyon Rd. to
Olinda. Info call Brian at
524-1866.

Friday, Sept. 7

CMC MOTOCROSS
Irwindale, Cal. Open:
4:30, sign by 6:30, race
7:30. \$5 per class and CMC
license.

california racing club

membership not required

MOTOCROSS

40% trophies awarded same day.
Results after each moto. Tape
recorded scoring. No mail entries.
Gates open — 7:00, Practice —
8:00, 1st Race — 9:30.

Fun For The Whole Family

**BEGINNERS - NOVICE - INTERMEDIATE - EXPERT - MINI - POWDER PUFF -
SCHOOL BOY CLASS (under 16 yrs old) OLDTIMERS**
(714) 688-1291 (213) 830-7519

AUGUST 19 — CARLSBAD

AUGUST 26 — INDIAN DUNES

SEPTEMBER 2 — RAWHIDE

73.3%

of you Cycle News readers
save your copies
C. N. Survey '73

HOT HATS

Cycle News
Dept. CNP
P.O. Box 498
Long Beach, Ca. 90801

\$1.00

HOT DOGS

CARLSBAD MX

EVERY SATURDAY

3-20 min motos
no membership
info 714-557-9243

RIDE

SRA EVENTS

JUST FOR FUN !!!

(213) 320-1015

IRWINDALE

RACEWAY

EVERY FRIDAY NIGHT

MOTOCROSS

Desert

TEAM RACE

LUCERNE VALLEY

AUGUST 26

Easy access to pits
2 riders may ride 1 or 2 bikes
Must be same Class
Beginners-Novices-Jr-Ex
School Boy Class (under 16yrs old)
Veterans (over 35yrs) PP-Mini

**20% Trophies —
Finisher pins**

CRC (714) 688-1291

RACE SCHEDULE

AUG 12, ORANGE

CNTY. INT. RCWY.

AUG 19, CARLSBAD

INFO. 714-557-9243

INDIAN DUNES PARK

600 acres — hills, streams, sand

Family riding 7 days
7am 'till dark

Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

SADDLEBACK

park

MX RACES

EVERY SAT.

NO MEMBERSHIP

3 20-min motos
For Info. 714-557-9243

PACIFIC CUSTOM'S GENUINE PMC

\$5,000.00

NIGHT MOTO-CROSS

BIG 4 BONANZA

AT ASCOT PARK
Wednesday - August 22
Wednesday - Sept. 5

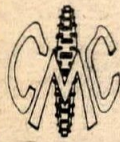
AT IRWINDALE RACEWAY
Friday - August 24
Friday - Sept. 7

- ★ WIN-GENUINE PMC CUSTOM GAS TANKS
- ★ WIN-GENUINE PMC CUSTOM GAS CAPS
- ★ WIN-GENUINE PMC NUMBER PLATES
- ★ WIN-GENUINE DIAMOND CHAIN
- ★ WIN-PACIFIC CUSTOM'S SUPER RED

BIG 4 BONANZA

AND MORE!!

OVER \$1200.00 IN MERCHANDISE WILL BE GIVEN AWAY
TO JUNIOR & INTERMEDIATE RIDERS
AND LUCKY SPECTATORS AT EACH BONANZA



CONTINENTAL MOTO-SPORTS CLUB SANCTIONED EVENTS

CALENDAR

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman \$5; Seniors \$10. Watch, \$2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles sign up 5-6:30 PM, big bikes sign up 5-7:00. Practice 5:30-6:30. First race 7:00. Silencers required. \$2.50 ride or watch. Class C traction. Info: 714/826-2386.

Saturday, Sept. 8

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

D-36 SHORT TRACK
Vallejo Speedway, Vallejo, Cal. Usual classes. Gates open 4:30pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. Info: 707/644-0741.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info: 714/557-9243.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, Race \$4.00. Info: 714/735-1301.

AMA D-36 SCRAMBLES
3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. \$2.50 ride or watch, \$1.00 2nd motor.

ELSINORE RCWY.
Elsinore, Cal. Every Saturday night. Mrs. Fortune. What is it, you ask? Beats me. Honest folks, this is all the note on my desk said.

D-37 MOTOCROSS
By the Bushmasters MC. 7:00 sign, 7:30 practice, 9:00 race. \$2 gate, \$1 watch, \$8 post entry, \$5 mail entry. BMC, P.O. Box 921, Banning 92220. Information 714/849-8393 after 6.

D-37 MOTOCROSS
De Anza Cycle Park, ten miles East of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, Race \$4.00. Info: 714/735-1301.

Sunday, Sept. 9

SCSCA POKER RUN
2100 Petaluma Blvd., North, Petaluma, Calif. Sign up 9-11 am. \$2.50 to ride. Trophies.

D-37 TT SCRAMBLES
Corona Raceway, Corona, Calif. Gate opens 7am, sign up 8am, race 9 am. Info: 714/870-5220.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

D-37 THREE LOOP HARE SCRAMBLES
Shadey Acres Race Course, lined from Lucerne Valley. \$4.50 includes BLM. Grand Prix type finish. Rescue 3. Three 35 miles loops, triple fast, triple easy, triple fun, rock free, sidehacks OK. Special trophies. Stump Jumpers MC. Info: 714/962-7668.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 A.M., sign up 6:30-8:30, practice 7:30-8:30, first race 9:00. Jr & Int \$5 mail entry, \$10 post. Ex. \$10 mail, \$15 post. Riders covered by \$3,000 medical insurance. CMC P.O. Box 1402, Costa Mesa, Ca. 92626. Camping at track.

AMC MX
Saddleback Park, Irvine, Calif. No membership required.

Tuesday, Sept. 11

OWYHEE MC CLUB AMA F.T.
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 8 pm. Watch, \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Sept. 12

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: \$2.75. Start: 8pm.

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7:30. \$5 per class. CMC license required.

Thursday, Sept. 13

CMC NIGHT MX
Orange County Rcwy., Sand Canyon Rd. from I-5. Open: 4:30, sign by 6:30, race: 7:30. \$5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea Calif. Start 2:00 pm, free entry. Take Carbon Canyon Rd. to Olinda. Info call Brian at 524-1866.

Friday, Sept. 14

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 pm. Watch \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. \$5 per class and CMC license.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles sign up 5-6:30 PM, big bikes sign up 5-7:00. Practice 5:30-6:30. First race 7:00. Silencers required. \$2.50 ride or watch. Class C traction.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman \$5; Seniors \$10. Watch, \$2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

Saturday, Sep. 15

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, Race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership \$5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry \$3, phone entry \$4, post entry \$5. Experts mail \$10, phone \$11, post \$15. Info 714/586-7964.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info: 714/557-9243.

AMA SEMI PRO SHORT TRACK
Lodi Cycle Bowl, Lodi, Cal. Sign up 5:30 to 7:30 pm, practice 6:00 to 7:30 pm, race 8:00 pm. All classes. Class C traction. Info: 209/462-0420.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, Race \$4.00. Info: 714/735-1301.

PLEASE TYPE OR PRINT LEGIBLY

Date _____

Type of event _____

Sanction _____

Location _____

What time _____

Entry fee _____

How to get there _____

Additional information _____

Your name _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.



Cycle News CALENDAR

P.O. Box 498, Long Beach, CA 90801

Number to call for info _____

CLIP AND MAIL TODAY!

WANT ADS

CHEAP small combination stakebed and passenger street sidecar. Foam seat, perfect for small motorcycle, lightweight and strong, unusual, \$35. Davis, (213) 848-4859. (32)

Maico 400 Radial, Late '72

Fresh engine, DID front rim, Akront rear, new tires, heavy duty spokes, plastic tank, Konis, 38mm Bing. Alloy chain, guide, \$1,000 or best offer. (213) 848-2711. (32)

1970 HUSQVARNA new engine, excellent condition. Must sell, \$675.00. (714) 673-2943. (32/3x)

'60 FORD Pickup with camper, \$325.00. (213) 372-8310 or 830-1360. (32)

EXTRA clean 1971, 400 Husky, \$675.00. Fast and reliable. (213) 531-7328. (32)

H-D SPRINT FRAME, \$20 and \$30 (roadrace). Ceriani medium forks, \$25. Honda 305 fork, \$5. Shock, \$5. High exhaust, \$10. Triumph 650 rear wheel and brake, \$40. Exhaust system, \$20. Yamaha 18" front wheel, \$10. (213) 376-4754. (32)

CAFE RACER, '68 Honda 160, Yokohama RR tires, Clubman bars, Brown fairing, one piece RR seat/tank, extended swingarm, 2 into 1 exhaust, \$495. (213) 981-9319. (32)

'72 BULTACO 125 PURSANG. Mikuni, Filtron, Diamond chains, Honda seals, Pettys, chain guide, trick pipe, much more, hardly ridden, still has original tires, \$475.00. (714) 842-1566. (32)

Honda Elsinore 250

Knee injury forces sale. Barum tire, very low mileage. Must sell, \$900.00. Call (213) 964-4482. (32)

Hodaka "Rat" 70

Curnutt shocks, Ceriani forks, fresh engine, \$250.00. (213) 830-8149 or 830-0840. (32/4x)

Dealership For Sale

Ossa, Yankee, Hodaka, Steen's, Carabela. 3 yr. plus clientele, netted \$26,000. Full price, equipped, approx. \$45,000.00. Good location, going business, pays its way plus — retiring. 2268 El Camino, Mt. View, Ca. (415) 964-6622. (32/4x)

'72 175 Desert Montesa

Ex. cond., new J&R pipe, skid plate, 3 gal. tank, Circle Industries sprocket, P.P. Filtron, super reliable, immaculate, fast. Must see to appreciate, \$650 firm. (213) 288-5440. (32)

'72, 250 MX, Yamaha seldom ridden, \$700 or best offer. (213) 697-4432. (32)

Son Moved Away

Hodaka 100, Bing carb., Van-Tech forks, Webco head, 19" front wheel, straightcut gears, down pipe. Need money bad! Sacrifice, \$125.00. Runs good. (213) 848-9413. (32)

WANT A GREAT trail bike, enduro, motocrosser? Then, buy my Husky 360 Enduro, 1970, \$600.00. Magura controls, 3.50-21, 4.50-18 Barum I.S.D.T. New piston, Filtron, runs strong. (714) 586-7950. (32)

750 Yamaha Flattracker

Redline frame — Shell Eng. Koni, Betor, Barnes wheels & brake. Race ready & very fast, \$1700 firm. Phone after 7 p.m. (213) 868-6335. (32)

'72, 250 BULTACO Matador, 1600 easy miles, \$700. (213) 454-6326. (32)

Speedway Rider Seeks Sponsor

I have experience but no bike. Rode 1st division at O.C.I.R. and did well. I have all equipment except motorcycle. Willing to split winnings 50/50. Jack Caviness (805) 529-1923. (32)

'73 PENTON 125. '72 HUSKY 400. Extras, both bikes. Have many parts for Yam. AT1-CT1. '72 CZ 250 top end — with Mikuni, \$150. Mikuni 34, never used, \$25. Jim at (213) 459-1227. (32)

1971 HUSQVARNA — Excellent condition, extras, \$650. (213) 773-5409. (32)

Slowly Climbs Trees

'73 XL 250 Honda. Lots of controlled muscle from Mikuni, cam, piston and pipe. Was set up by Bill Bell at Long Beach Honda. Knobblies front and rear, super good mechanical condition and always reliable, \$675.00. (714) 827-6269. (32)

1972 1/2 OSSA 250 PIONEER. Like new, only 1200 miles, street legal, must be seen to appreciate, \$795.00. (714) 772-1389. (32)

'72 Yamaha 175 CT2 Enduro

Purch. new 12/72; unused; doctor says "sell". Street licensed, perfect, priv. party, \$475. Evenings after 6 p.m. & weekends. (213) 473-0079. (32)

'72 1/2 CZ-400, quick, reliable, absolutely perfect, all extras, \$925.00. (213) 349-6156. (32)

1971-175 YAMAHA, LOWERED FRAME, pipe, 21" wheel, Webco, Filtron, plastic fenders, low mileage, never raced, immaculate condition, original owner, \$350.00. (714) 638-3210. (32)

'72 Yamaha 100 MX

MX or desert, all extras, two pipes/air filter system. Excellent condition, \$325.00. (714) 828-1622. (32)

OSSA M.A.R. trials bike, excellent condition, \$795.00. (714) 846-2479. (32)

1973 Yamaha 250 MX

Good condition, \$650.00. (714) 492-5635. (32)

1971 Husky 400

Late model, '71 MI series, Honda seals, dual ignition, lengthened swing arm, 5" Curnutt. Many extras — super buy, \$825 or best offer. (714) 847-0596. (32)

Wanted

Yamaha salesman, full or part time. Also full-time mechanic. (213) 635-8058. (32/TFN)

First Kick Bultaco

125 Sherpa S, many extras, must see to appreciate, \$395.00. (213) 426-2200. (32)

SL Hondas

'72, 100cc, \$300. '70, 350cc, \$500. Top condition — prices firm. (213) 634-3581. (32)

1972 1/2 Husqvarna

450 W.R. Looks & runs excellent, \$1,050. (213) 867-7460. (32)

'69 YAMAHA 350 STREET. Only used around town. Clean, fast, must sell, '73 license. You must see this one, \$325.00. (213) 378-3051. (32)

GUTS It takes to race a hack. Cherry BSA Goldstar, sprung Bingham Hack, fast, reliable, perfect for desert or Grand Prix, \$350. Jim (213) 848-4859, days. (32)

1971 Husky 400

Must sell this week — offer. Extras, excellent condition. (213) 790-0347. (32)

Yamaha DT2 MX

New 3-15-73, less than 25 hours. J bars, Unis, OHV, priced to bargain, \$860 or any good offer. Larry (213) 244-7678. (32)

'70 1/2 Husky 400 \$725

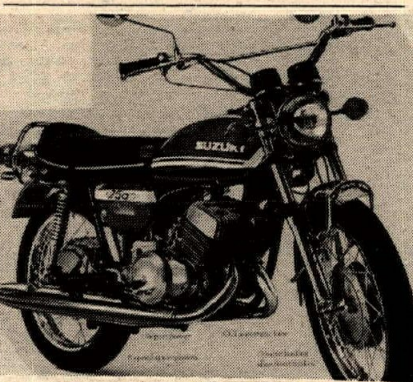
Clean, Honda seals, Filtron, Pettys, Barnett clutch, new Renolds chain. (213) 799-3700. (32)

1971 SUZUKI 185, fantastic condition, many improvements, \$350. (213) 837-7232. (32)

'71 SUZUKI T125R street bike, tools, runs good, \$175. (213) 762-8050. (32)

125 Boyd & Stellings

Sachs engine, Husky rear hub, Yamaha front, Konis, X4 Akronts, 180 lbs. Handles great — 4 hrs. on bike, \$750.00. (213) 340-8292. (32/2x)



New Street Suzuki T250J

Bought at dealer close out. Never ridden, \$600.00. (213) 870-4528. (32)

— 1972 Puch —

Bought new Oct. '72. Curnutts, Flanders, Akront rear, Filtron, Pettys F&R, ported, milled and more!! It's a proven winner. \$500.00 firm. (714) 375-7525. (32)

MATCHLESS '68, 500 single \$400. Kawasaki, 350 triple, \$690. (714) 282-1385. (32)

Pete Wekell

is a spectator. (32)

1973 Super Trick Penton

125, ported, trick pipe, 30 Bing, Trelleborgs, Filtron and more. (213) 444-4117. (32)

'71 SUZUKI 125 DIRT READY. Chamber, knobblies, P fenders, Uni filter. All extra street parts, reliable, Arnaco shocks, ORV, fast. Must see, \$375.00. (213) 378-3051. (32)

125cc Pursang MX '72

\$200 in extras; sacrifice at \$450. (714) 985-3075. (32)

Yamaha SC 500, '73

5 months old, super cherry, spark advance, Uni levers, K&N filters, many extras, \$975.00. Call day, night (213) 889-2447 or (805) 497-8427. (32)

350 Kawasaki Big Horn '70

Excellent condition and very reliable, CD ignition, alloy wheels, street legal. On sale for only \$475.00. (714) 842-6787. (32)

'72 CZ 250

Very clean, never raced, Mikuni, Curnutts, up pipe, skid plate, trick riding gear, loading ramp & tools, \$800.00. (213) 846-3575. (32)

'70 SACHS 125 — AKRONTs, heavy duty wheels, Filtron, Diamond chain, desert bars, strong and reliable. Shifts great, excellent condition. Must sell, only \$315.00 or best offer. (213) 475-5004. (32)

'71 DKW MX

Excellent condition, E.C. Birt porting, pipe and trans. Akronts, Curnutts and much more. Fast and very reliable. \$475, must sell. (213) 341-5960. (32)

'68 YAMAHA DT-1, 250 DIRT BIKE. New paint & some street parts, \$225. Call between 12:00 noon & 5:00 p.m. (213) 395-2834. (32)

A Cherry 125 Pursang! Bul.

'72 Bultaco, very well maintained — Mikuni, Honda seals, Circle Ind. sprocket, Diamond chains, new top end & extras. See to appreciate, \$645. (213) 329-3053. (32)

1972 1/2 PENTON, Poppy ring, Mikuni-30mm, ORV, bars, runs excellent. After 5:00 (714) 825-5747. \$550.00. (32)

'72 Suzuki TM 400

Excel. cond., must sell, many extras, \$585.00. (213) 585-3453. (32)

'72 Yamaha 360 Enduro

Excellent cond. Must sell for best offer. (213) 467-2435. (32)

Sano '72 1/2 Hodaka 125 MX

Perfect condition; like new. E.C. Birt pipe & port job. Also get plastic tank, fr. & r. Pettys, 18" D.I.D. 8 gauge rim. Fast and reliable, never raced, \$675. Please call after 6:00 p.m. (213) 292-1730. (32)

Super Sacrifice '72, 250 CZ

Must sell. Going into the service. This bike is fast and reliable. Has Akronts, Buchanan spokes, Mikuni, Petty fenders, Curnutt shocks, Honda seals, bash plate and tools. \$695 or make offer, can finance. (714) 792-2364. (32)

'72 Pursang 125

Mint condition, zero hours on fresh engine, better than new. Sacrifice, \$500.00. (213) 377-0774. (32)

'73 Yamaha 360 MX \$895

Perfect condition, must see to appreciate. Call after 5:00 p.m. (714) 628-4644. (32)

1968 BULTACO PURSANG, rebuilt engine, trans., 34 Mikuni, clean. \$400.00/offer. (714) 622-3679. (32)

'72 YAMAHA 175 MX, very fast & light, Webco head, \$390. (213) 862-1400. (32)

1960 El Camino

Rebuilt 283 engine and automatic transmission, new power brakes and steering, new paint, excellent condition, \$795.00. (714) 842-9420. (32)

BULTACO ALPINA, 1972. Mikuni carb., Titanium bars, street licensed. Perfect shape, 400 trials miles, 600 street, \$595. (213) 981-9319. (32)

1971 YAMAHA 175, 800 mi., mint cond., extras, \$450. (213) 377-4260. (32)

1972 Super Trick Penton

Koba, D.I.D. rims, Conical front hub, fresh engine, Rham fenders, small tank, 30 Bing, ported-polished, pipe, turned forks, much more — \$775. (714) 630-5720, after 6 637-0254. (32)

YAMAHA and Mini Trail engines, frames, forks. Must sell! Cheap! (213) 832-7986. (32)

'72 YAMAHA 100 dirt bike, excellent condition, extras, \$350. (213) 843-1912. (32)

Must Sell My Husky

'71 Husky 250, bought new in '72. Honda seals, Filtron, silencer, original back tire, kit, manual, excellent condition, \$700 or make offer. (213) 280-4848. (32)

Two '72 1/2 125 Pentons

One with new piston. Both race ready, Filtrons, Pettys. Both super clean and fast, \$650 each. '69 100cc Hodaka 5-speed, Ceriani forks, \$180. '70 250 Ossa Stiletto. (213) 889-7426. (32)

MUST SELL — '68, 250 Montesa. See it, try it, you will buy it, \$225.00. 1-(213) 793-2855. (32)

Beat Your Wife

on a 450 Husqvarna, 1972, excellent condition, many extras, must sell, \$900. (714) 847-3720 or (714) 646-3732. (32)

Yamaha Super Half Miler

Yamaha TA 250 twin — Champion frame, discs, Konis, the works. Built in April, '73, still new & fast. Must sell, \$1,900.00/offer. D&D Cycles, Hiway 1, Pacifica, Ca. Open Tues., Wed., Thurs. to 8 p.m. Phone (415) 355-7111. (32)

Doc & Mama Says No More

Yamaha '73 RT3. Desert ready, many extras, 900 miles. Injury forces sale. \$800.00 or best offer. Also '71 CT1 MX, 28 h.p., \$350. Both cherry. (213) 365-7365. (32)

1973 Honda CB 350

Two helmets, book rack, crash bar, \$600. Only 2100 miles. (213) 473-9067. (32)

Super CZ 400

'73, 350x21 Cheng Shin tire, DID rims, 34mm Mikuni carb., Koni shocks, Filtron, Honda fork seals, plastic fenders plus all stock parts and factory tools. Ridden twice. Paid \$1350. Sacrifice for \$1050.00. (714) 689-0329 or (714) 683-8204 ask for Mike. (32)

1972 PENTON 125. FAST, PORTED, ORV, bars, and 29mm Bing. Excellent condition, hardly ridden! \$650. (213) 461-2779. (32)

FOR SALE: Dodge Step Van already converted, has stove, sink, ice box, beds, table, and water tank. Needs a engine, \$200.00. After 6 p.m. (213) 333-4718. (32)

A Husky And A Yamaha!!!

'72 Husky 250, Mikuni, Diamond chain, etc., \$850. '71 Yamaha 125, 8 gauge spokes, fork kit, Curnutts, etc. Fast & reliable, \$325. Must sell both. (213) 581-1733. (32)

Motorcycle Mechanic Wanted

Must have at least 2 years experience on Kawasaki. Encino Kawasaki, 5759 White Oak Ave., Encino. Ph. (213) 345-0475. (32)

Wanted

Custom Triumph oil tank, cylinder shape, be reasonable. Peter (213) 435-0041. (32)

J.A.P. Wanted Dead or Alive

I need any type of J.A.P. Speedway bike parts. Cash or will trade Honda parts. Call Jim (714) 839-6300. (32/2x)

\$1700 Takes All

'71 Yamaha Mini, excellent shape, \$195. '70 Husky 400, extras, \$695. '71 Yamaha 90 MX, little use, \$295. '72 Bultaco 250, extras, rarely used, \$695. Ph. (213) 244-0916. (32)

1972 Bultaco 125cc Pursang

Just rebuilt and fast...but I must sell — poor and living out of van. \$599.00. (714) 526-4754. (32)

1973 Yamaha

Only been ridden 6 times. Never been raced, perfect condition, \$900.00. (213) 425-8917. (32)

Yamaha 125 MX "73"

Runs good, excellent condition, Curnutt shocks, \$350.00. (213) 830-8149 or 830-0840. (32/4x)

TRIALS FREAKS, cherry Greeves Anglian square barrel, new piston, lights, extras, green stickie. Perfect for trials or cowtrailing, \$225. Bill Jones (213) 842-6521, evenings. (32)

'67 BULTACO 100, runs good, chamber, Mavricks, etc., \$160. (213) 762-8050. (32)

Bell Star Sale

Excellent, 7 1/4 for \$20. Good 7 for \$15. (213) 325-0954. (32)

1972, 360 Yamaha MX

Titanium handlebars, Koni shocks, very good condition, \$650.00. Call Jim after 6:00 p.m. (213) 286-8909. (32)

Honda 250 Elsinore

36 carb., matched, polished ports, extra tires, sprocket. Must sell, \$950. (714) 530-3654. (32)

'72 450 CR Husky

New rims, tires, alloy tank, excellent condition. Prepared by Malcolm Smith, \$975.00. (714) 962-2289. (32)

WANTED: H-D SPRINT 250cc — 350cc, street, dirt or race basket case, wreck, junk or whatever, cheap. Also Sprint parts for sale. (213) 376-4754. (32)

\$595 '72 Yamaha 360 MX

Excellent shape, need money badly. 4.50x18 Cheng Shin, flywheel ignition, spare MX barrel, price is right, better hurry! (714) 557-4486. (32)

HUSKY 360 ENDURO for sale or traded. Make offer. (213) 222-7544. (32)

'72 1/2 CZ 250 Trophy Winner

1971 1/2 CZ 250, Konis, plastic tank, fenders, Bassani pipe, IRZ carb., new chain, tires, extras. US Army forces sale, \$750. Call Pat (714) 837-5690 after 6:00 p.m. (32)

'72 YAMAHA 100 MX. EXCELLENT condition, Girling shocks, Pettys, K&N bars and filter, MX pegs, ported, very clean, race ready, \$350. (714) 772-9715. (32)

SUZUKI 1250 MX, '72, like new, hardly ridden, must see, \$600.00. (714) 638-4320. (32)

Dune Buggy and Trailer

WANT ADS

Rickman's at Discount Price

New '73 late model, 125 MX, \$765.00. 125 Six Day Enduro, \$807.00. 250 MX, \$910.00. New '72, 125 Enduro, \$565.00 plus tax, lic., and dealer prep. Limited time, limited supply. Kolbe Cycle Sales, 22123 Ventura Blvd., Woodland Hills, Ca. (213) 348-7865. (32/4x)

1972 DKW Hornet — xint. condition, priced way below the competition at \$525.00. (213) 472-0708. (32)

BELL STAR, 7 1/4, new, white, \$40.00. (213) 466-1087. (32)

'73 HODAKA Combat Wombat 125, perfect condition, extras, \$550.00. (213) 370-9324. (32)

* '71 Yamaha 250 MX \$375 *

Good cond., clean, runs great, xtras. Call (805) 251-1641. (32)

'71 SUZUKI TC-90, dirt or street, excellent condition, \$275. (805) 259-3588. (32)

Fastest CZ Around

'71 1/4, 400 CZ, excellent condition, very fast, engine by E.C. Birt. Reed valve, Bing carburetor, unbreakable fender, folding pegs, Filtron, Akront rim, Arnaco and Koni shocks, plastic tank, \$900.00. After 6 (213) 363-6708. (32)

Super Mini Honda!

'72 SL 70, hopped up by Mission Honda, special bars, plastic fenders, new knobby, many xtras, race ready — super fast! (714) 879-8254. (32)

'72 PENTON 125, YAMAHA FRONT HUB, Akront, P.P.'s, Filtron, bars, grips, custom pipe, throttle and more. \$700 or best offer. (213) 968-4927. (32)

'73 YAM. 250 MX, perfect cond., \$825. Aff. 4 (213) 633-4440. (32)

'71 1/4 HUSKY, excellent condition, \$800. (213) 347-3226. (32)

'70 1/2 HONDA SL 100, runs great, knobbies, street or trail, \$150. (213) 363-7327. (32/2x)

'72 Montesa Cota

247cc, never entered in competition, \$675.00. (213) 572-9303. (32)

'73 Mettco Penton 125

Ported, Rahms, Konis, D.I.D. & 4 spokes on rear, Soundmaster, Filtron, xint. cond., fast, \$850.00. (213) 767-3135. (32)

* '72 1/4 CZ 125 *

2 — 32mm Mikunis, Revell pipe & tuned. D.I.D. rim, plastic fenders & number plates. Diamond chain, excellent condition. Many extras. "MUST SEE"! \$550.00. 1-(213) 353-7243. (32)

Cycle Shop For Sale

Top lines, stock, tools, parts, air conditioned building. Beautiful location, area, and customers. Health and other business for sale. (714) 873-5171 after 6:30 p.m. (32)

'72 Yamaha 250 MX

Brand new, left over, \$750. (213) 796-4506. (32)

'71 KAWASAKI 175 ENDURO. Mint condition, new paint job, mild ported, expansion chamber w/spark arrestor, Curnutts, knobbies, unbreakable fenders and levers, Filtron, extra gearing. Fast and reliable. Have street equipment, \$375.00. (714) 986-3038. (32)

1973 Penton 125 MX

Only 2 months old, ported by Mettco, X4 spokes, D.I.D. rims, Rahm fenders, Koni shocks, modified pipe, Filtron, Hallman bars, perfect condition, fast. (213) 656-6720. (32)

Want Honda 160 Rear Wheel

Pay cash. Steve (213) 762-8893. (32)

Wanted: Motorcycle Route Salesman

with existing routes to represent Torsten Hallman Racing Inc. Representatives needed in Northern Calif., Central Calif., & Northern Nevada. For complete info contact Chuck Ramage, Torsten Hallman Racing, 5345 Timken, Suite L, La Mesa, Ca. 92041. All replies held in strict confidence. (32/2x)

Rickman 1971, 250 MX

Petty fender, Akront rim, bars, new knobby tires, exc. shape. \$495.00. (213) 348-7865. (32/2x)

'66 Bultaco 175cc Campera

Great beginner dirt bike. Green stickie, PP fenders, fork brace, skid plate, chamber, new brakes, manuals, etc. \$200 firm, no trades. Newhall area 1-(805) 255-0410. (32)

Bultaco '73, 125 MK 6 Pursang

Reed valve, ported, 30mm Amal, Weisco piston, stuffed, polished and balanced crank. Everything new and immaculately maintained. Super fast, race-ready: too much for 11-year old. Orange County (714) 838-7380 or 548-8326, ask for Chuck. (32)

ARIEL Sq. 4, 1957 original. Looks like new, runs good, make offer. (213) 751-3014. (32)

Rickman 1972, 125 MX

Ported, Mikuni, exc. shape, \$495.00. (213) 348-7865. (32/2x)

Mechanic Wanted

Exceptional opportunity for right person. 2 & 4 stroke exp. required, 5 day wk., fringe benefits. Call Tom at (213) 341-3511. (32)

Help! Mechanic Needed

Busy shop, company benefits. Honda and Triumph exp. Sherman Oaks Honda & Triumph. Call Gene (213) 788-2251, Tues.-Sat., 10:00 to 7:00. (32)

1971 A.J.S. 370. LEAVING STATE must sell. Cherry, ridden approx. 6 times, large tank, matched parts, \$500 or best offer takes. Martin, days (213) 648-4475. (32)

BSA 441, strong, clean, reliable, \$312.00. It's worth more. (714) 539-5812. (32)

Great Husky, Must Go

Leaving state. Late '70 MX. Lowered frame, front end mod., new top end, tools, running gear, spare parts, \$500.00. Dave (714) 493-8019. (32)

'71 Yamaha 250 MX

Excellent shape, never raced. Petty fenders, front and rear. Not ridden since March 25. \$475.00. (213) 887-7692. (32)

Late '72 Pursang 125

New piston & bores, 2 barrels, 2 pipes, 2 sprockets, 32mm Mikuni (2 carbs), Pettys, Arnacos, new Honda fork seals & rear tire & more. Excellent condition. See at Revell's 2-Stroke Sun Valley. (213) 768-6970 or (213) 353-2118. (32)

1971 HUSQVARANA 400, excellent condition, stored for 10 months, \$895.00. (213) 287-7569. (32)

'71 YAMAHA DT1-MX. SUPER CONDITION, good tires, unbreakable fenders. Bought new 3-72. \$525 or offer. Scott, eves. (714) 897-8227. (32)

Exper. Yamaha Mechanic

Seeking year round employment in a smaller community north of Redding in the Pacific Northwest. Contact: Bob Monroig, 4136 4th St., San Diego, Ca. 92105. (714) 281-9440. (32)

1973 MONARK, ALMOST NEW, extra tank, fenders, pipe & sprockets. Call before 9 p.m. (714) 743-1230. \$825.00. (32)

'70 CZ 250. MIKUNI, CURNUTTS, new piston & sleeve. Akronts, new tires, high & low pipes, skid plate, new Diamond chain, and much more, \$500.00. (714) 689-7258. (32/4x)

YEAR OLD 125 CZ MX. Raced twice, many extras, new top end. Over \$1500 invested, will take \$750 or best offer. Call (415) 591-9944. (32)



360 Yamaha Trackmaster

April 1973 "Cycle" Magazine project bike. Trackmaster frame, Hurst/Airheart disc brakes, Ceriani forks, Arnaco shocks, Barnes hubs, Krober ignition, balanced, blue-printed, everlube, YZ clutch, straight cut gears, \$1500. (805) 966-1127. (32)

'70 HODAKA RAT. New engine, Pettys, new tires, quick throttle, stuffed crank, much more. Fast & very dependable. Bought 125 Elsinore. (714) 871-4732. (32)

Trick Sachs '70

150cc, ported, reworked shifter, Titanium bars, Curnutt shocks, Akronts with Cross 4 lacing, Pettys, many spare parts! \$350 firm. (916) 332-8909. (32)

Trick 450 Husky

Late '72, Mikuni, alloy tank, Konis, new knobby, skid plate, Skyway, dbl. lip fork seals, ported & balanced. A-1 condition, \$1,100.00. (213) 476-5589. (32)

Bonus Item

H-D 250 CRTT, runs spectacular, spare frame, forks, gearing, trans., \$150.00. (714) 685-7894. (32)

USED Jardine 4 in 1, \$49. CB500 4 wipers, \$16. (714) 626-3018. (32)

1974 Yamaha 125 MX

\$679.00 plus tax & license. Set-up. Harry D. Foster M/C, 10425 S. Vermont, Los Angeles, Ca. (213) 754-2811. (32/2x)

1971 AJS 370cc, less than 30 hours trailing, xint., \$490.00. (213) 980-9423. (32)

Honda Mechanic

Must have some shop experience. Own tools, full time, 5 days week. Med./Life Benefits, paid vacation. Contact Ron Jackson, Honda Santa Ana, 301 Warner, Santa Ana, Ca. (714) 540-7430. (32/4x)

For Sale

450 Honda, excellent condition, \$600. (714) 523-5932. (32)

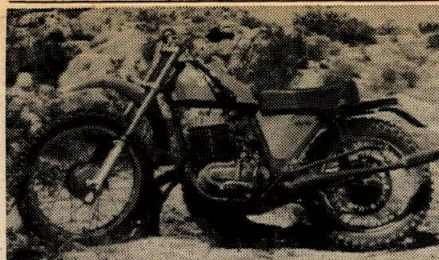
Enduro Freaks "Attention"

DKW, Boondocker 125-6B, street legal, '74 licensed, Betor forks, Konis, front drive VDO, shift kit, 28mm Bing, Xdustor, D.I.D., Titanium axles, much more, \$665 firm. Huntington Beach (714) 846-5672. (32)

BEST OFFER takes '72 Kawasaki 350 F9. Girlings, skid plate, Gyt kit, knobbies, spare parts, Filtron, Diamond chain, moly bars. Call anytime (714) 847-4434. (32)

Rickman Metisse Mk IV Parts

Wanted 2 1/2-3 gal. fiberglass tank, skid plate. (213) 882-3797. (32)



'71 Maico 400 MX

Engine rebuilt, trans. & clutch OK. Mikuni, Konis, Akront front, raced only once, still sharp, 1st reasonable offer. (213) 447-2606. (32/2x)

'69, 250cc HUSKY MX, good condition, \$450.00. (213) 864-4504. (32)

HODAKA SUPER RAT, new April '73. Super clean & extras, \$425. Also Hodaka Wombat, street legal, 1 year old, low mileage, \$425. Late calls OK (213) 372-4523. (32)

Penton 125

Monarch fenders FR. fresh engine, just ported, cherry cond. Must see to appreciate. Ask for Steve (714) 529-3578. (32)

'72 Husqvarna CR 250

Exceptionally clean, new Mikuni, many extras, \$825. After 7 p.m. (213) 431-6616. (32)

BSA, 1952, ZB34, 500cc single, near original, \$595.00. (714) 871-7738. (32)

1971 HUSKY 400cc ready to race, many extras, \$725.00. (213) 363-8592. (32)

Yamaha 175 Dirt Bike

'69, quick mag., new 400 back knobby, 21" wheel, engine rebuilt, new shocks, Preston Petty fenders, many extras, \$400 or best. (213) 339-5137. (32)

Mettco Prepared Penton

'72 125 Penton, Mettco pipe, porting & milled head, P&P's F&R, Cerianis F&R, Uni air filter, showcase cond. (213) 596-7763. (32)

Greeves 250, 1973 Griffon

Electronic ignition, Cerianis, Full Bore tires, Filtron, large barrel, \$475 or best. (213) 848-9413, "Burbank". (32)

BULTACO '72, 250 Pursang, seldom ridden, extras, \$700. (213) 243-9333. (32/2x)

'72 1/2 Monark 125

Plastic tank, 28mm Bing, bored intake, polished ports, Filtron, Diamond chain and more. \$535.00. Make offer. (714) 867-2067. (32)

Selling Out

'71 Yamaha 125cc T.T./Flat Track racer. Super fast, super trick, extras. Asking \$500. '71 Honda SL 100, ridden very little, 1,400 miles. Asking \$300. Call Mark at (213) 851-5940. (32/2x)

New Radial Maico Parts

Brand new gas tank, shocks, brake pedal, pipe, Conical front wheel, etc. Weekdays, 8-5 (714) 839-0150. (32)

'68 HODAKA 100, excellent condition with extras, \$300. (213) 336-0176. (32)

'71 YAMAHA 360 MX, good condition, many extras, \$525.00. (714) 645-2092. (32)

Dirt Bike Mag's CZ 400

It's only 4 months old and has all the extras! Plastic, Mikuni, Arnacos, plus more. Superb condition. Steal it for a quick \$850. Tim Imhoff (213) 981-2317. (32)

Super Clean

1969 Honda 350. '71 tank, T.T. pipes, plastic rear fender, custom tail light, custom yellow paint, less than 12,000 miles. \$400 or ? (213) 257-4572. (32)

'72 Suzuki TM250

Trick equipment, plastic tank, 38 H.P. built engine. Betor shocks, Ceriani springs, pegs, levers, all trick, super quick, excellent condition, \$900.00. (213) 660-4746. (32)

YAMAHA 650, 1970, runs great, excellent condition, \$650.00. (213) 751-3014. (32)

TRICK HODAKA 100, Reed, Amal 32, ported-polished, Webco head, J. Andr. custom pipe, plastic tank and fenders, lowered frame, Akronts, Flanders, Sacrifice \$275 or best! (714) 528-7146. (32)

Trick Honda Elsinore CR 250

Jones motocross fork service and porting; Jones MX bars plus much more. 460:18 Dunlop, very fast, super dependable. Going to 125 class, \$900 firm. (213) 442-0601. (32)

'72 DKW Excellent Cond.

6 speed, never raced, ridden very little must sell, \$550. (213) 391-2060. (32)

1973 CZ 4 Speed Clean

Leak proof fork seals, 36mm Mikuni & ACK adaptor, Curnutt shocks, glass tank, 350x21 front tire, Filtron w/Torque adaptor, plastic fenders, stock fenders & tank. All tools, clutch tool, 5 counter shaft sprockets, spare parts, \$25.00 worth oil, spare tubes. Ridden 3 times since January. Bike sales man & student no time to ride, will deliver, \$1000.00. (805) 735-2400 or 736-0898. (32)

Racing Partner

Need someone to go racing with me. Orange County area. Prefer over 21. I have a truck. (714) 537-4380. (32)

Trade '70 Husky 400

In mint condition for DT-3 MX, '72 Husky 250 or \$750.00. (213) 820-1191. (32)

1970 1/4 BULTACO Pursang, excellent condition, must sell. (714) 636-3647. (32)

1973 Yamaha 100 Enduro

Perfect condition, 950 miles, looks new, \$350.00 or best offer. (805) 488-5753. (32)

'71 GREEVES 380cc, 21" wheel, Curnutts, clean & reliable, \$625. (213) 534-2864. (32)

'71 Suzuki 250 MX

Gyt kit, ported, frame lowered, Preston Pettys, plastic tank, Akronts, xint. cond., \$450.00. Phone (213) 631-4585. Call after 6 p.m. (32)

'71 BULTACO SHERPA 125. Ported, 2 down pipes, new fenders, new Diamond chains, new sprockets, new piston, Mikuni carb., fantastic condition, \$450.00. (213) 446-1917. (32)

Wanted Bultaco Metralla

Will pay top dollar for 250cc Metralla in good condition. Prefer with Isle of Man kit. Reply: Sean McGowan, 727 Timberhill, Houston, Texas 77024. (713) 465-0937. (32)

HODAKA SUPER RAT. '72 Hodaka, race ready, call for extras, ex. cond., \$375. Hodaka Ace 100, good cond., \$200. (213) 842-0707. (32)

Kawasaki 450cc

Maico rider can't get hang of big Kawasaki. Super fast, best handling Japanese bike ridden, \$1600.00 or best offer. Spare wheels and parts. (307) 234-8459. (32)

Bitchen '72 1/2 Penton 125

Ported and milled, new piston, rings and carb. Torque pipe, Wassell bars, quick throttle, Terry cables, Magura levers, PP fenders. Must sell, \$600.00. (213) 454-3756. (32)

BULTACO, Sherpa S, 125 handles superbly, very quick, \$395.00. (213) 472-8909. (32)

Parts Counter Person

Experienced parts person needed. Top pay & benefits. In Orange County. Phone for appt. Tri City Cycle Center (714) 821-4710. (TFN)

1974 Yamaha 250 MX

\$995.00 plus tax & license. Set-up. Harry D. Foster M/C, 10425 S. Vermont, Los Angeles, Ca. (213) 754-2811. (32/2x)

250 Husky or 250 Ossa

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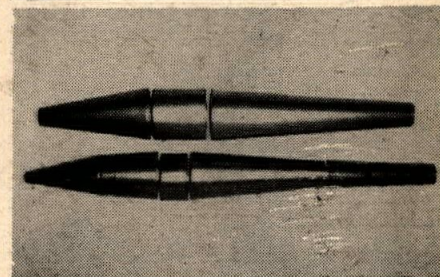
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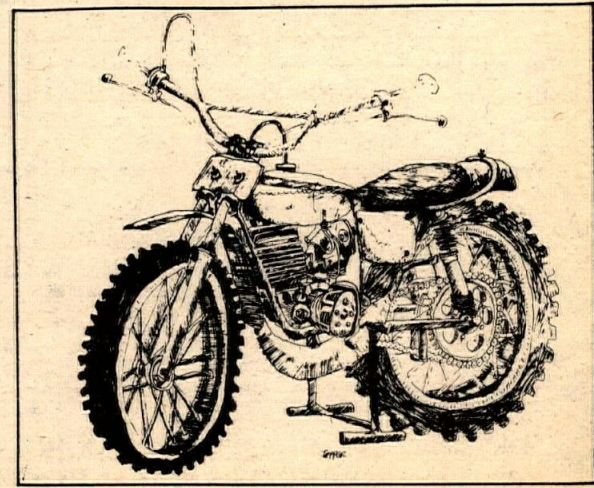
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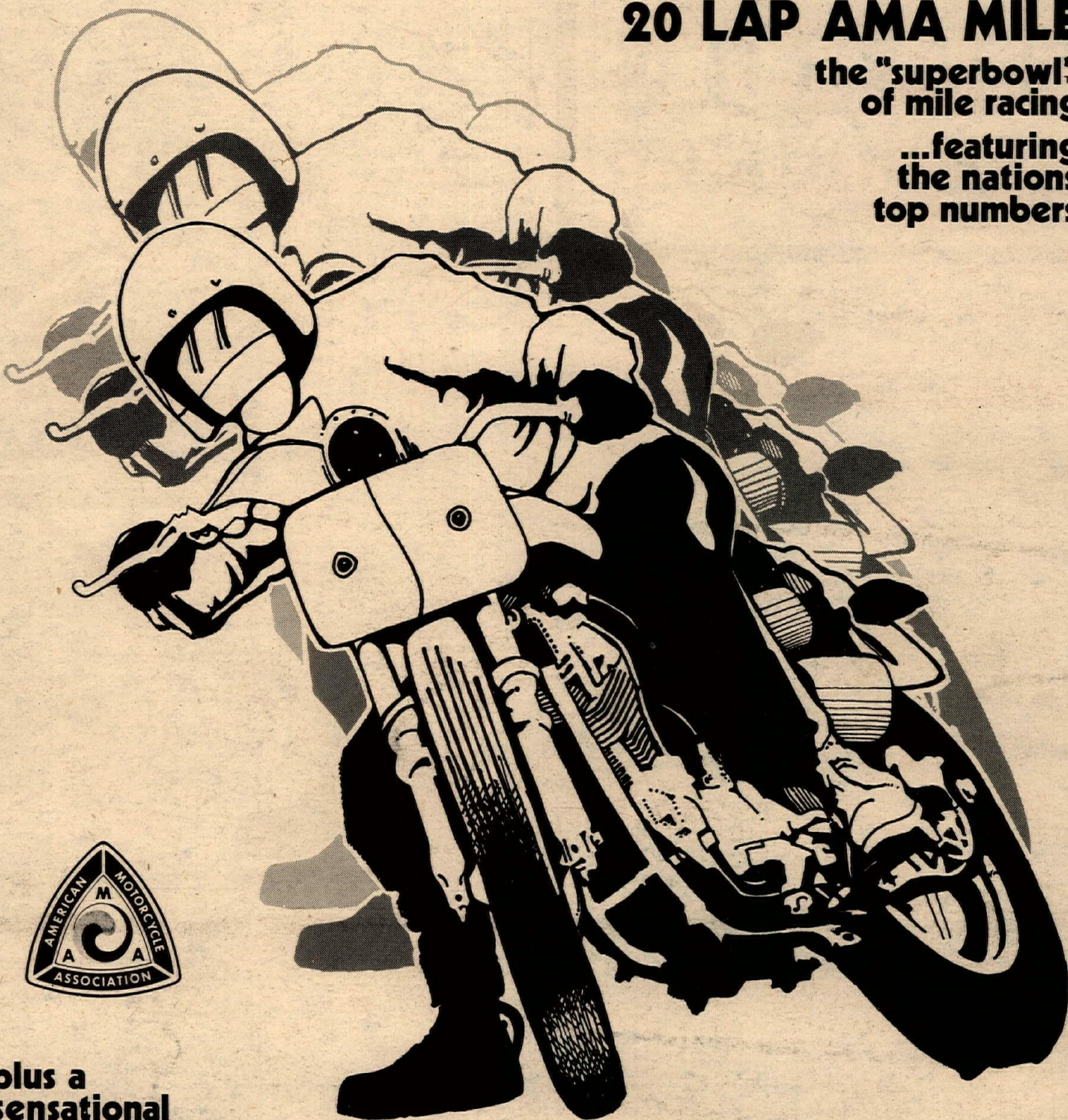
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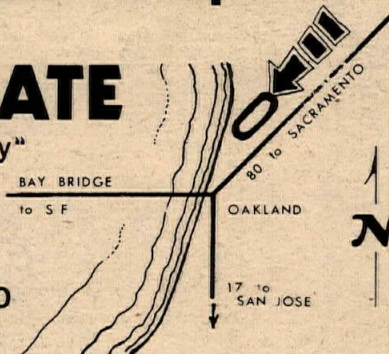
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